OWNER'S MANUAL SUPPLEMENT

TROPHY

2302 DX/LX, 2352 DX/LX, and 2359 DX/LX

BAYLINER

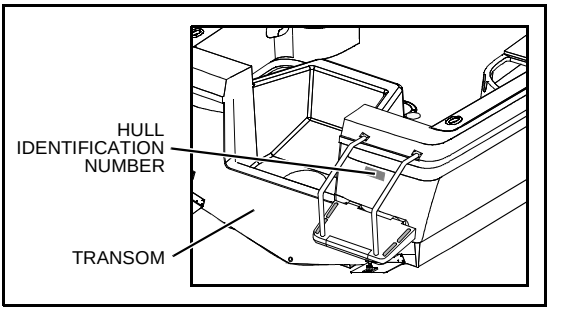
The information in this Owner's Manual *Supplement* relates to 2000 & 2001 2302 DX/LX, 2352 DX/LX 2359, DX/LX Bayliner Trophy Fishing Boats.

Hull Identification Number_____

Engine Serial Number _____

Hull Identification Number:

The Hull Identification Number (HIN) is located on the starboard side of the transom. Record the HIN and the engine serial number in the space provided above. Refer to the HIN for any correspondence or orders.



© 2000 Bayliner Technical Publications. All rights reserved.

No part of this publication may be reproduced, stored in any retrieval system, or transmitted in any form by any means, electronic, mechanical, photocopying, recording or otherwise, without prior written permission of Bayliner. Printed in the United States of America.

Changes

The material in this document is for information only and is subject to change without notice. While reasonable efforts have been made in the preparation of this document to assure its accuracy, Bayliner assumes no liability resulting from errors or omissions in this document, or from the use of information contained herein.

Bayliner reserves the right to make changes in the product design, specifications, and equipment at any time without notice or obligation.

Illustrations and/or photos may show optional equipment.

Contents

Chapter 1: Welcome Aboard!

1 Dealer Service

1 Boating Experience

1 Qualified Maintenance

2 Special Care For Moored Boats

2 Engine & Accessories Guidelines

3 Safety Standards

3 Hazard Warning Symbols

Chapter 2: Specifications & Features

4 2302FP

10 2352 FN Features and Systems

16 2359 FB Features and Systems

Chapter 3: General Systems

23 Electrical System

24 12-Volt DC Electrical System
- ***24*** *Fuses and Circuit Breakers*
- ***24*** *Batteries*
- ***24*** *Battery Switch (2359 FB)*
- ***25*** *Battery Charger (2359 FB LX)*

26 AC Electrical System (2359 FB)
- ***26*** *Connecting to Shore Power*

28 Propulsion
- ***28*** *Engine*
- ***28*** *Bilge Blower*

29 Fuel System
- ***29*** *Fuel Fills and Vents*
- ***29*** *Fuel Filters*
- ***29*** *Oil Injection System (2302 FP)*

30 Trim Tabs
- ***30*** *Power Trim and Tilt*

31 Navigation and Communication Equipment
- ***31*** *VHF Radio (LX only)*
- ***31*** *Compass*

31 Lighting
- ***31*** *Navigation Lights*
- ***32*** *AM/FM Cassette Stereo*
- ***32*** *Alcohol Stove*
- ***32*** *Refrigerator (2359 FB LX)*

32 Bilge Pumps
- ***33*** *Bilge Pump Testing*
- ***33*** *Checking for clogging debris:*
- ***33*** *Autofloat Switches*

34 Fresh Water System
- ***34*** *Water Pump (2359FB LX)*

34 Raw Water System
- ***34*** *Seacocks*

35 Head System
- ***35*** *Portable Head*
- ***35*** *Marine Head with Holding Tank (LX Only)*
- ***35*** *Macerator (LX Option)*

36 Fishwells

36 Bait Well System
- ***37*** *Recirculation System (2352 FN, 2302 FP)*

38 Canvas Top Installation (2302 FP, 2352 FN)

Chapter 4: Electrical Routings

39 2302 FP Electrical Routings
39 *Deck Harness Routing*
40 *Hull Harness Routing*

40 2352 FN Electrical Routings
40 *Hull Harness Routing*
41 *Deck Harness Routing*

42 2359 FB Electrical Routings
42 *Hull Harness Routing*
43 *Battery Cable Routings*
44 *Forward Deck Harness Routing*
44 *Mid Deck Harness Routing*
45 *Aft Deck*
45 *AC Panel Routings*

Chapter 5: Wiring Diagrams

46 2302 FP Electrical System

47 2352 FN Electrical System

48 2359 FB AC Electrical System

49 2359 FB DC Electrical System

Appendix A: Limited Warranty

50 What Is Not Covered

50 Other Limitations

50 Your Obligation

Chapter 1: Welcome Aboard!

Welcome aboard! This owner's manual supplement provides specific information about your boat that is not covered in the owner's manual. Please study the owner's manual and this supplement carefully, paying particular attention to **Appendix A: Limited Warranty** in this supplement. Keep the owner's manual and this supplement on your boat in a secure, yet readily available place.

Dealer Service

Make sure you receive a full explanation of all systems from the selling dealer before taking delivery of your boat. Your selling dealer is your key to service. If you experience any problems with your new boat, immediately contact the selling dealer. If for any reason your selling dealer is unable to help, you can call us direct on our customer service hotline: 360-435-8957 or send us a FAX: 360-403-4235.

Boating Experience

If this is your first boat or if you are changing to a type of boat you are not familiar with, for your own comfort and safety, you must obtain handling and operating experience before assuming command of the boat.

Take one of the boating safety classes offered by the U.S. Power Squadrons or the U.S. Coast Guard Auxiliary. For more course information, including dates and locations of upcoming classes, contact the organizations directly:

- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: http://www.usps.org
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: http://www.cgaux.org

Outside the United States, your selling dealer, national sailing federation or local yacht club can advise you of local sea schools or competent instructors.

⚠ WARNING!

CONTROL HAZARD! **A qualified operator must be in control of the boat at all times. DO NOT operate your boat while under the influence of alcohol or drugs.**

Qualified Maintenance

Failure to maintain your boat's systems as designed could violate the laws in your jurisdiction and will expose you and other people to the danger of bodily injury or accidental death. Follow the instructions provided in the owner's manual, this owner's manual supplement, the engine owner's manual and all accessory instruction sheets/manuals included in your boat's owner's packet.

⚠ WARNING!

To maintain the integrity and safety of your boat, only qualified personnel should perform maintenance on, or in any way modify: The steering system, propulsion system, engine control system, fuel system, environmental control system, electrical system or navigational system.

Special Care For Moored Boats

If moored in saltwater or fresh water, your boat will collect marine growth on its hull bottom. This will detract from the boat's beauty, greatly affect its performance and may damage the gelcoat. There are two methods of slowing marine growth:

- Periodically haul the boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.
- Paint the hull below the waterline with a good grade of anti-fouling paint.

NOTICE

To help seal the hull bottom and reduce the possibility of gelcoat blistering on moored boats, Bayliner recommends the application of an epoxy barrier coating, such as Interlux, Interprotect 2000E/2001E. The barrier coating should be covered with several coats of anti-fouling paint.

Many states regulate the chemical content of bottom paints in order to meet environmental standards. Check with your local Bayliner dealer about recommended bottom paints, and about the laws in effect in your area.

Engine & Accessories Guidelines

Your boat's engine and accessories were selected to provide optimum performance and service. Installing different engines or accessories will cause unwanted handling characteristics. Should you choose to install different engines or add accessories that will affect the boat's running trim, have an experienced marine technician perform a safety inspection and handling test before operating your boat again.

Please be advised that certain modifications to your boat can result in cancellation of your warranty protection. Always check with your dealer before making any modifications to your boat.

The engine and accessories installed on your boat come with their own operation and maintenance manuals. Read and understand these manuals before operating the engine and accessories.

NOTICE

When storing your boat refer to your engine's operation and maintenance manuals.

Safety Standards

Your boat's mechanical and electrical systems were designed to meet safety standards in effect at the time it was built. Some of these standards were mandated by law; all of them were designed to insure your safety, and the safety of other people, vessels and property.

In addition to this supplement, read the owner's manual and all accessory instruction sheets included in your owner's packet for important safety standards and hazard information.

⚠ DANGER!

PERSONAL SAFETY HAZARD! **DO NOT allow anyone to ride on parts of the boat not designated for such use. Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform while underway is especially hazardous and WILL cause personal injury or death.**

Hazard Warning Symbols

The hazard warning symbols shown below are used throughout this supplement to call attention to potentially dangerous situations which will lead to either personal injury or product damage. Read these warnings carefully and follow all safety instructions.

⚠ DANGER!

This symbol alerts you to immediate hazards which WILL cause severe personal injury or death if the warning is ignored.

⚠ WARNING!

This symbol alerts you to hazards or unsafe practices which COULD result in severe personal injury or death if the warning is ignored.

⚠ CAUTION!

This symbol alerts you to hazards or unsafe practices which COULD result in minor personal injury or cause product or property damage if the warning is ignored.

NOTICE

This symbol calls attention to installation, operation or maintenance information, which is important to proper operation but is not hazard related.

HOT HAZARD!

EXPLOSION HAZARD!

ELECTRICAL HAZARD!

OPEN FLAME HAZARD!

PERSONAL INJURY & FALLING HAZARD!

ROTATING PROPELLER HAZARD!

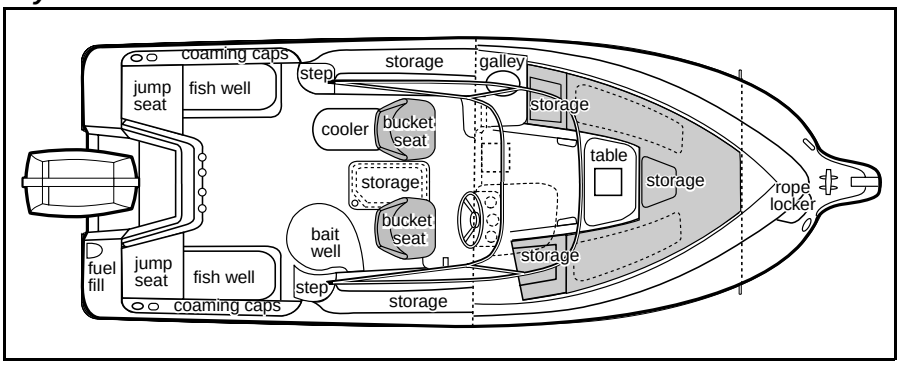
Chapter 2: Specifications & Features

2302FP

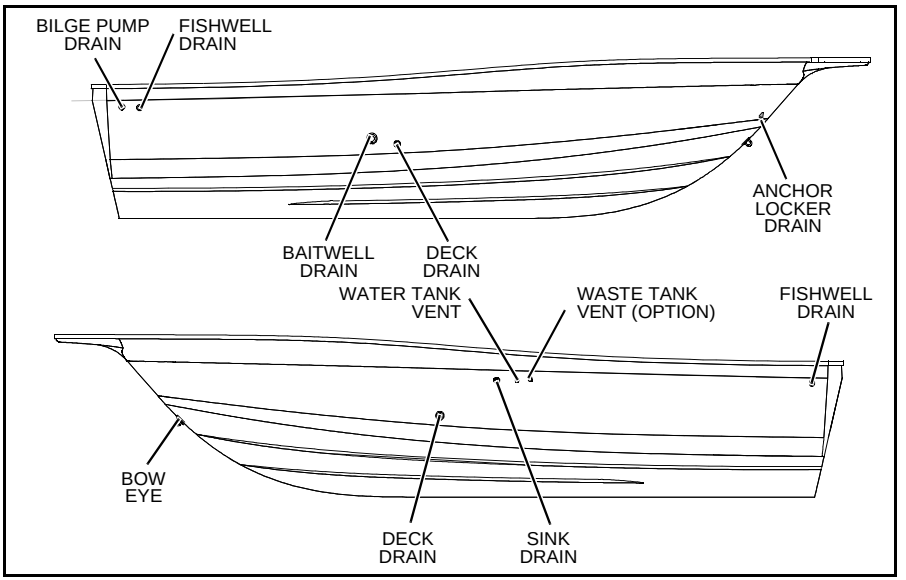
Dimensions and Tank Capacities

Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Water Capacity	Fuel Tank Capacity
23'5"	7'11"	8'5"	1'7"	8 gal.	101 gal.

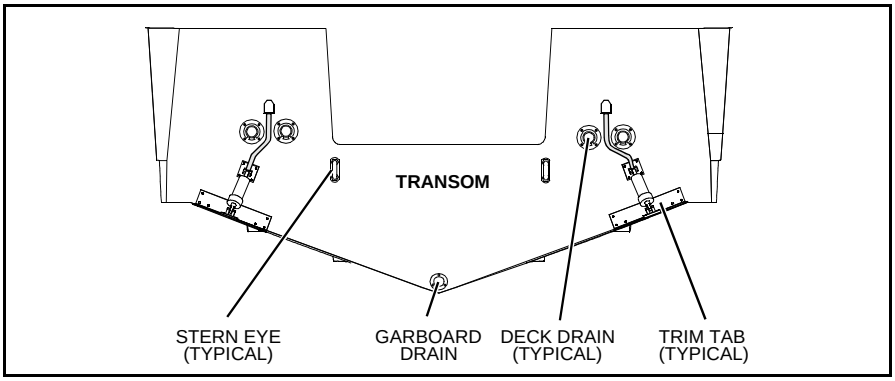
Layout View



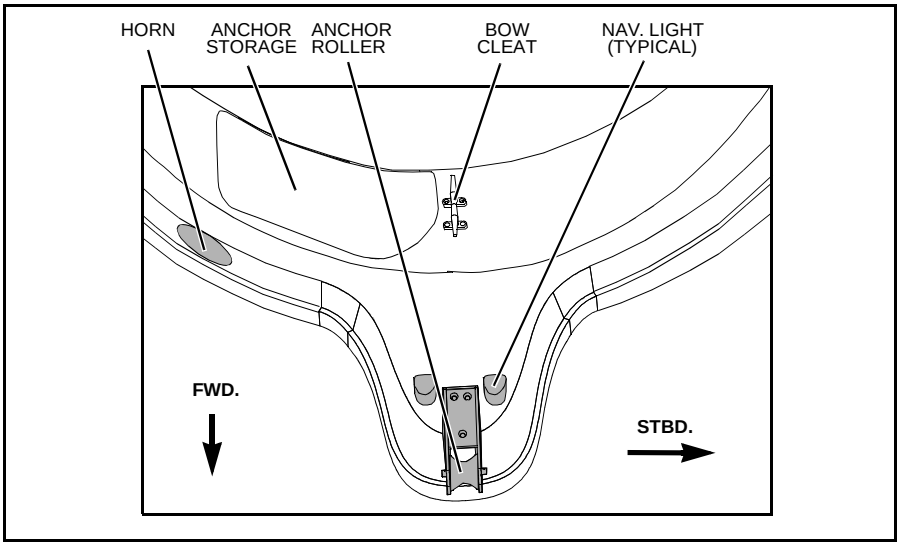
Hull Exterior Drains & Hardware



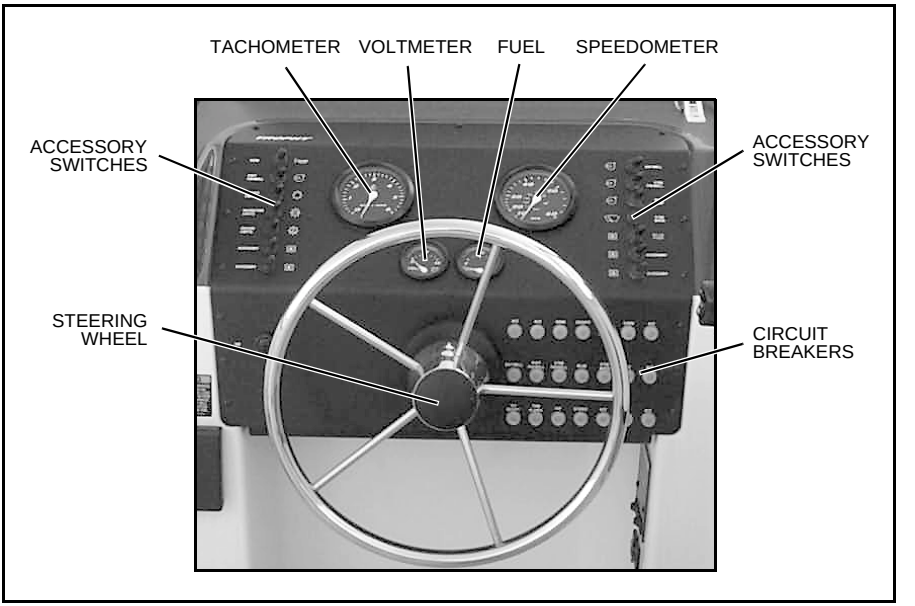
Transom Hardware



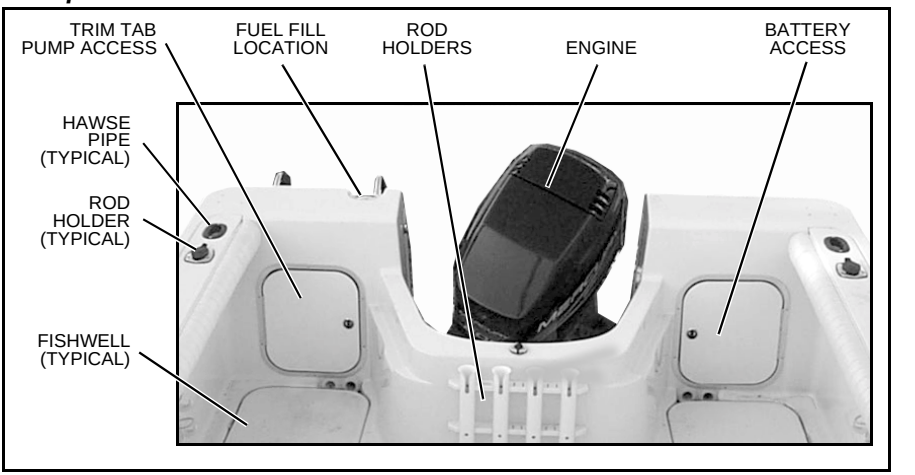
Foredeck Hardware



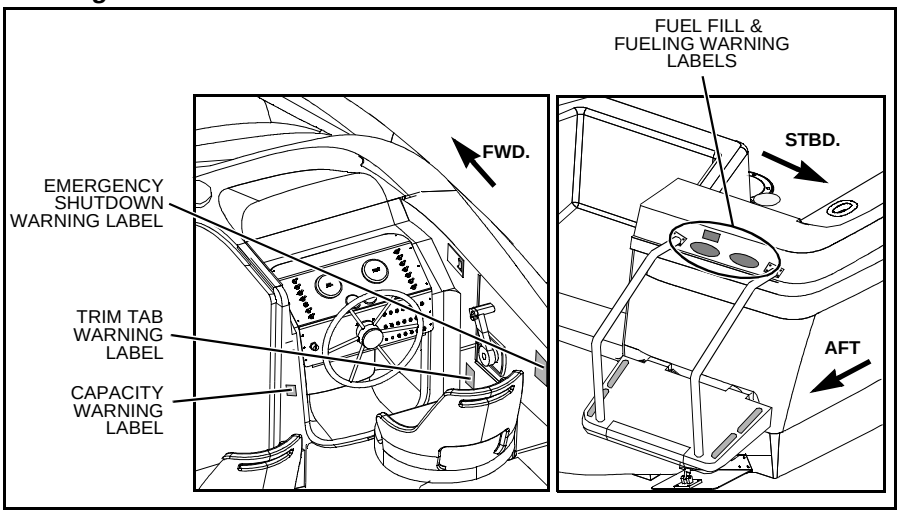
Helm Dash



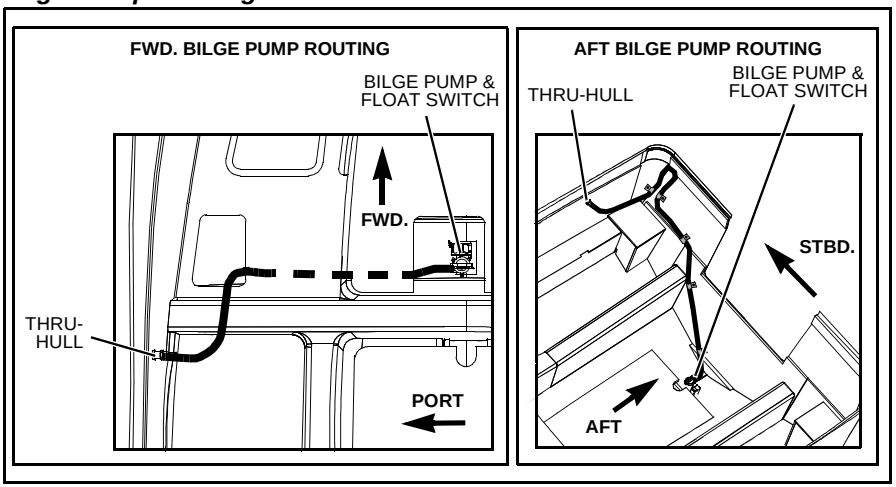
Cockpit Features



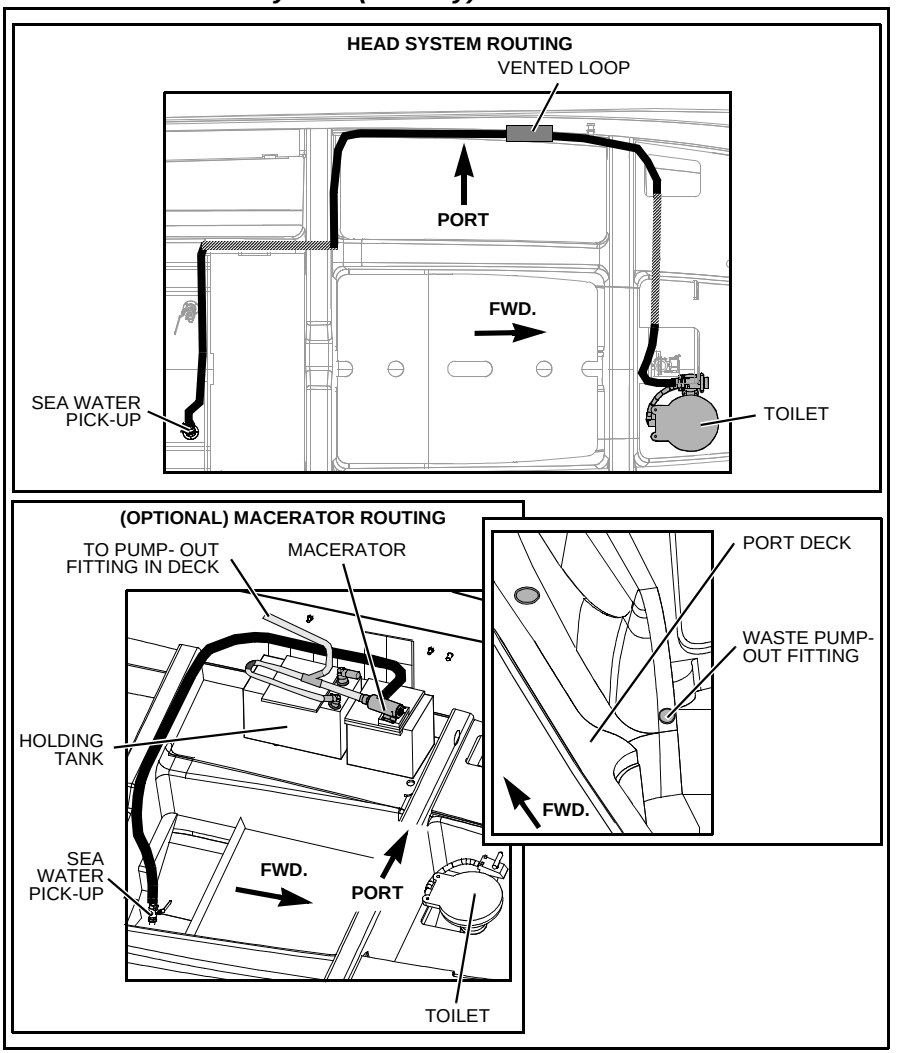
Warning Labels



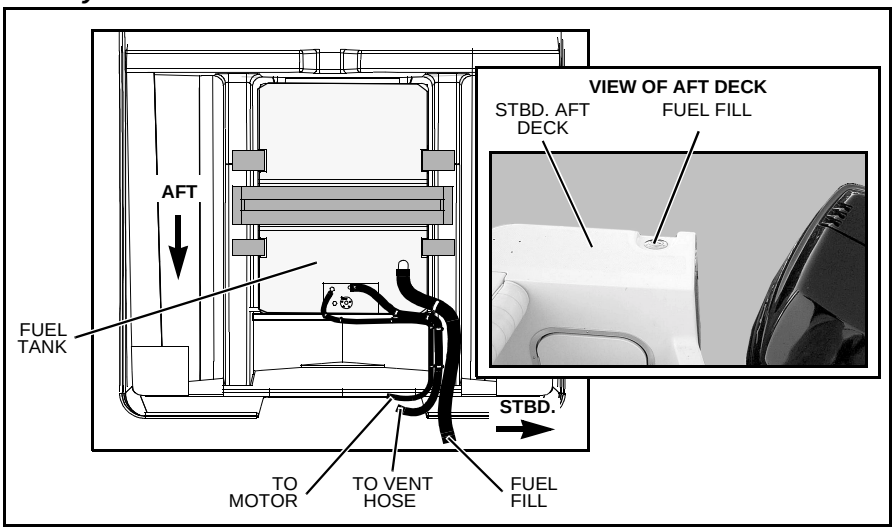
Bilge Pump Routing



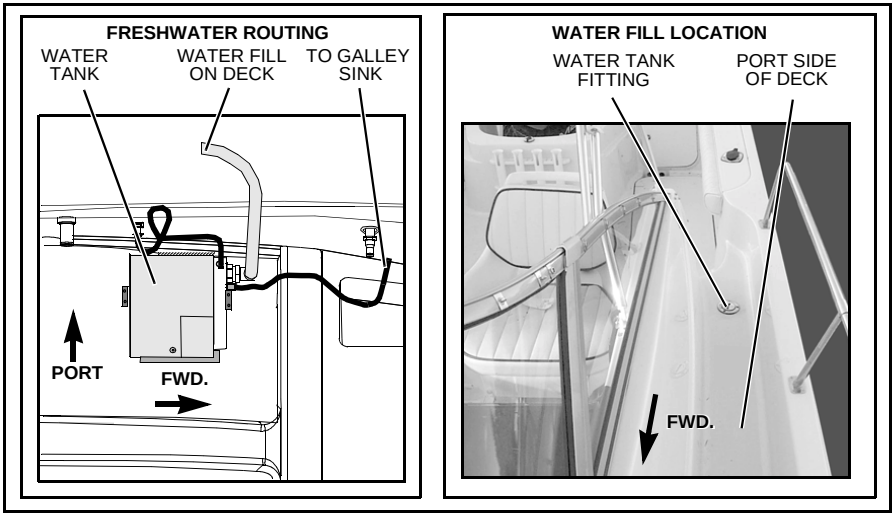
Head & Waste Tank System (LX Only)



Fuel System



Freshwater System

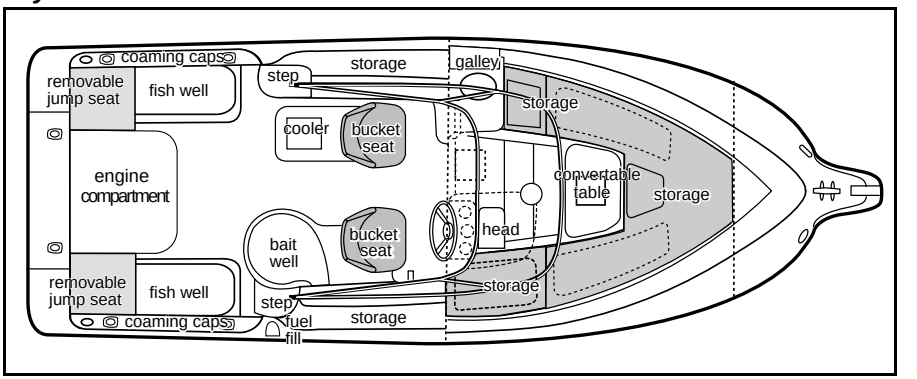


2352 FN Features and Systems

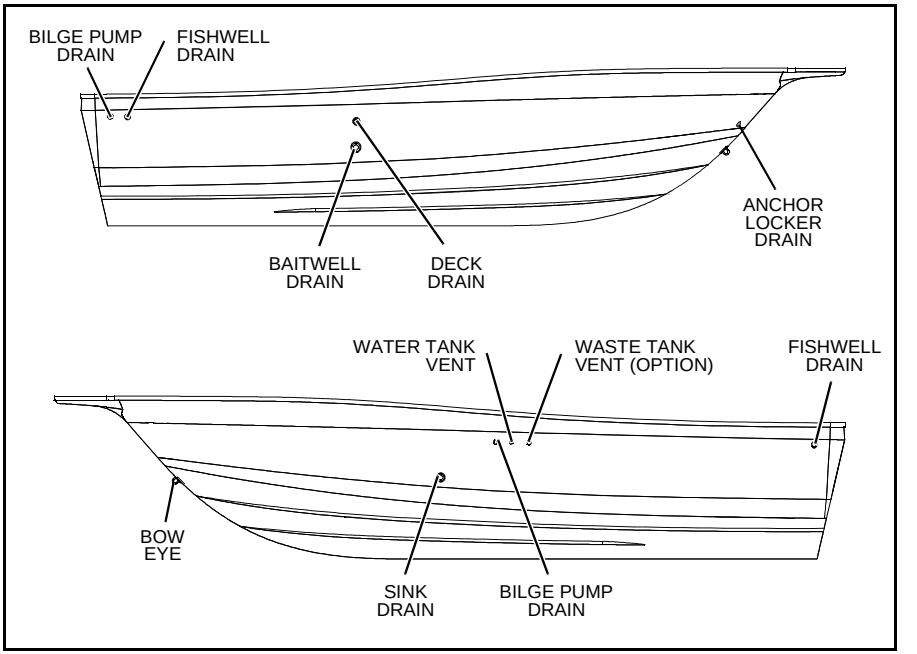
Dimensions and Tank Capacities

Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Water Capacity	Fuel Tank Capacity
23’5"	7’11"	8’5"	1’7"	8 gal.	101 gal.

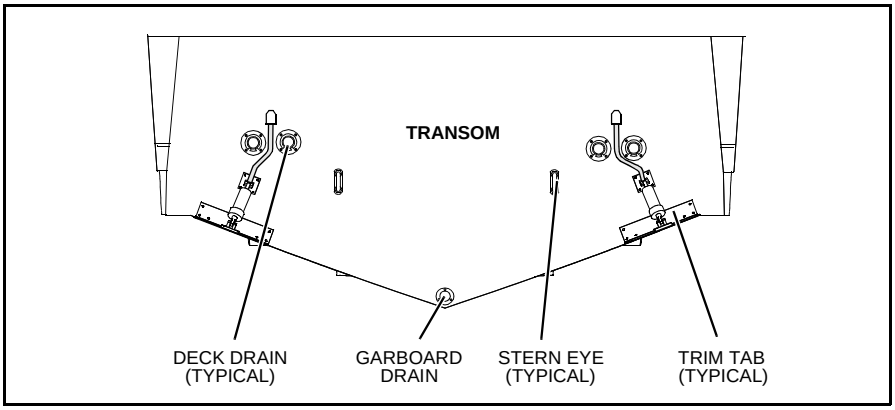
Layout View



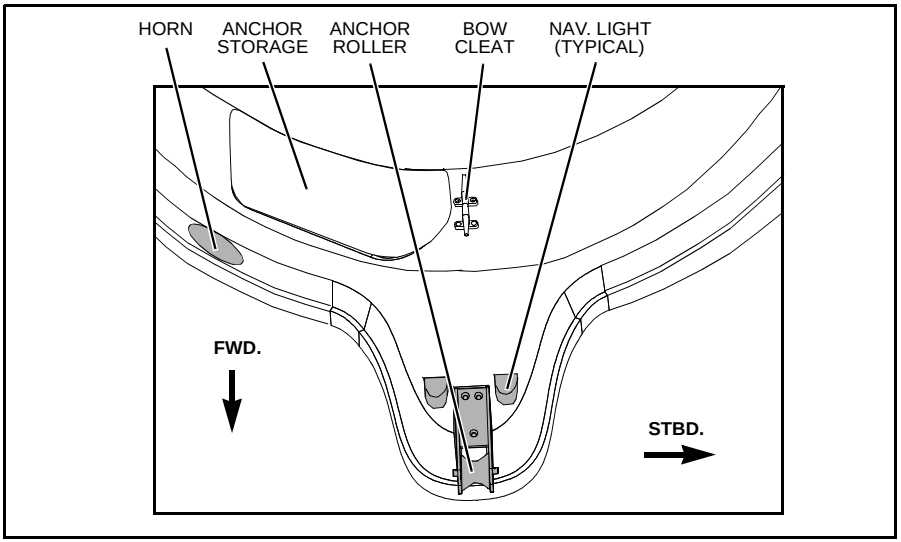
Hull Exterior Hardware



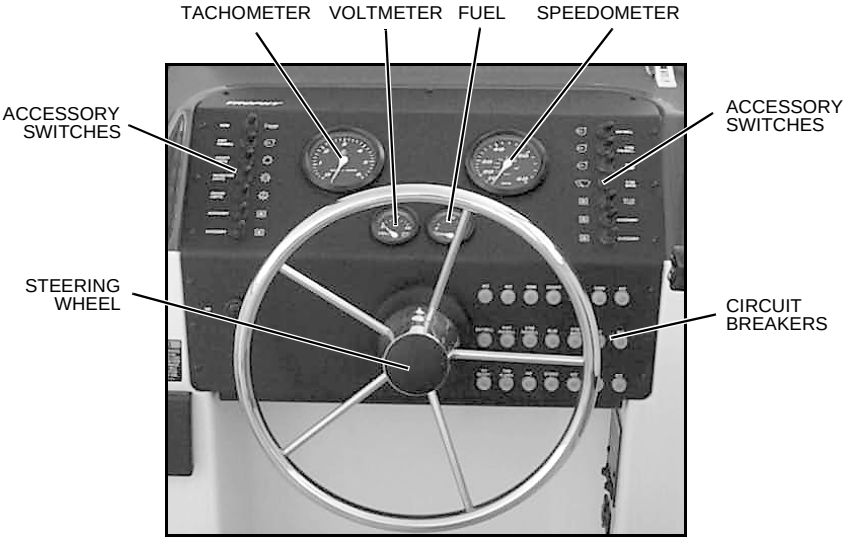
Transom Hardware



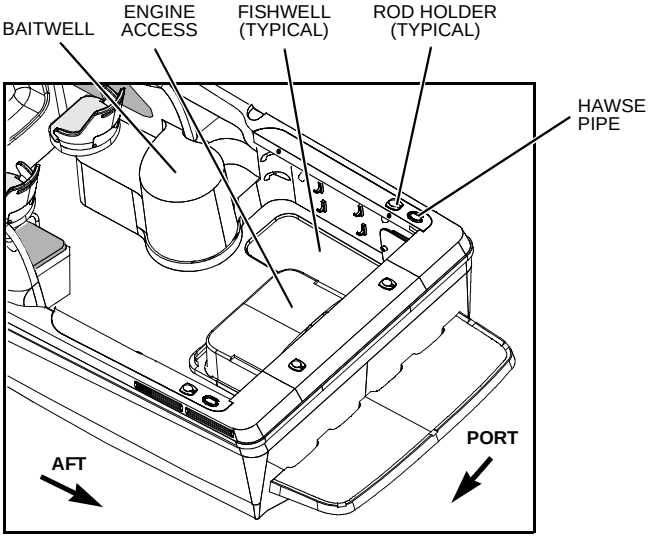
Foredeck Hardware



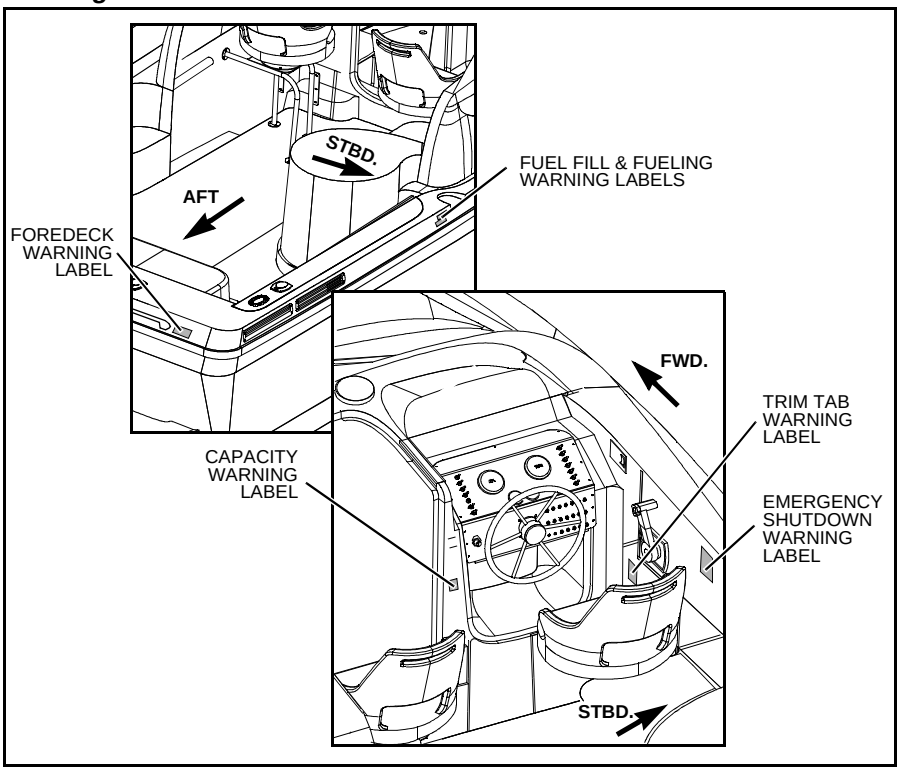
Helm Dash



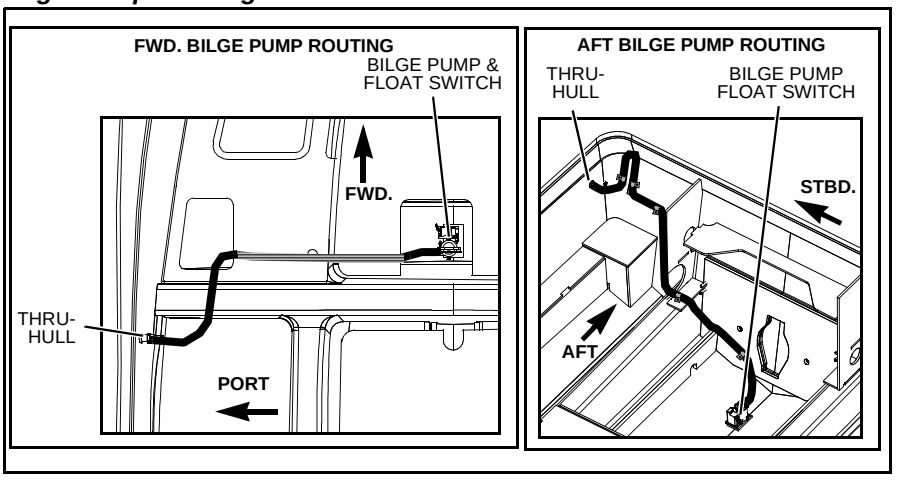
Cockpit Features



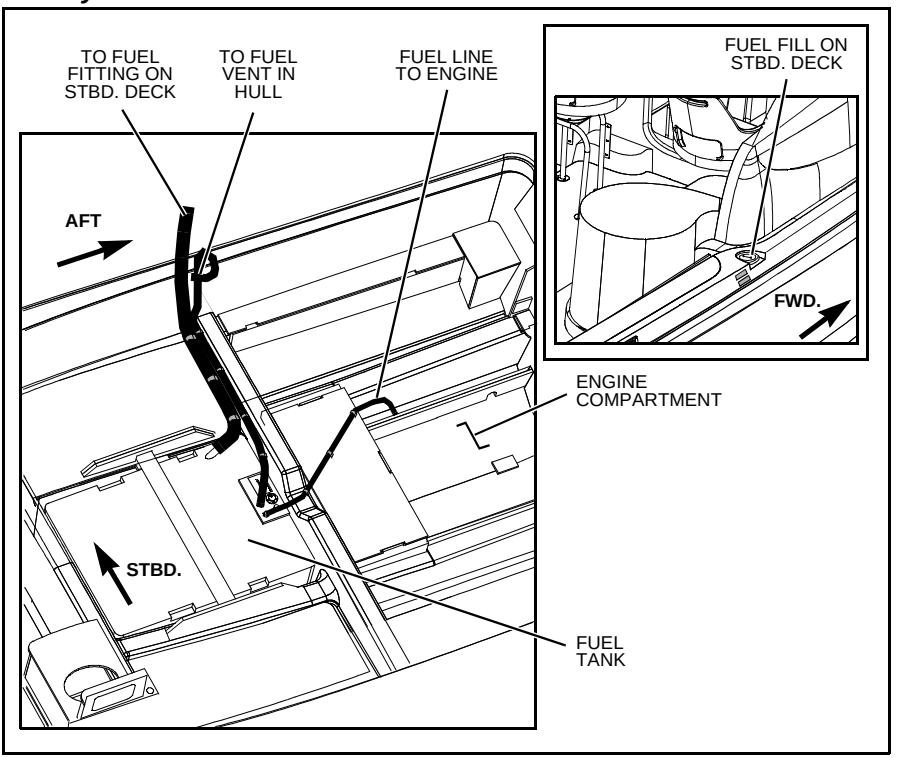
Warning Labels



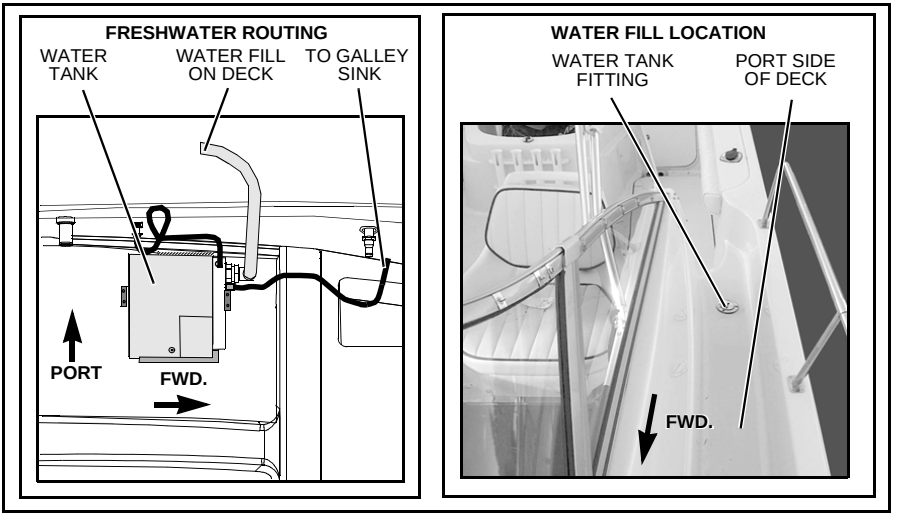
Bilge Pump Routing



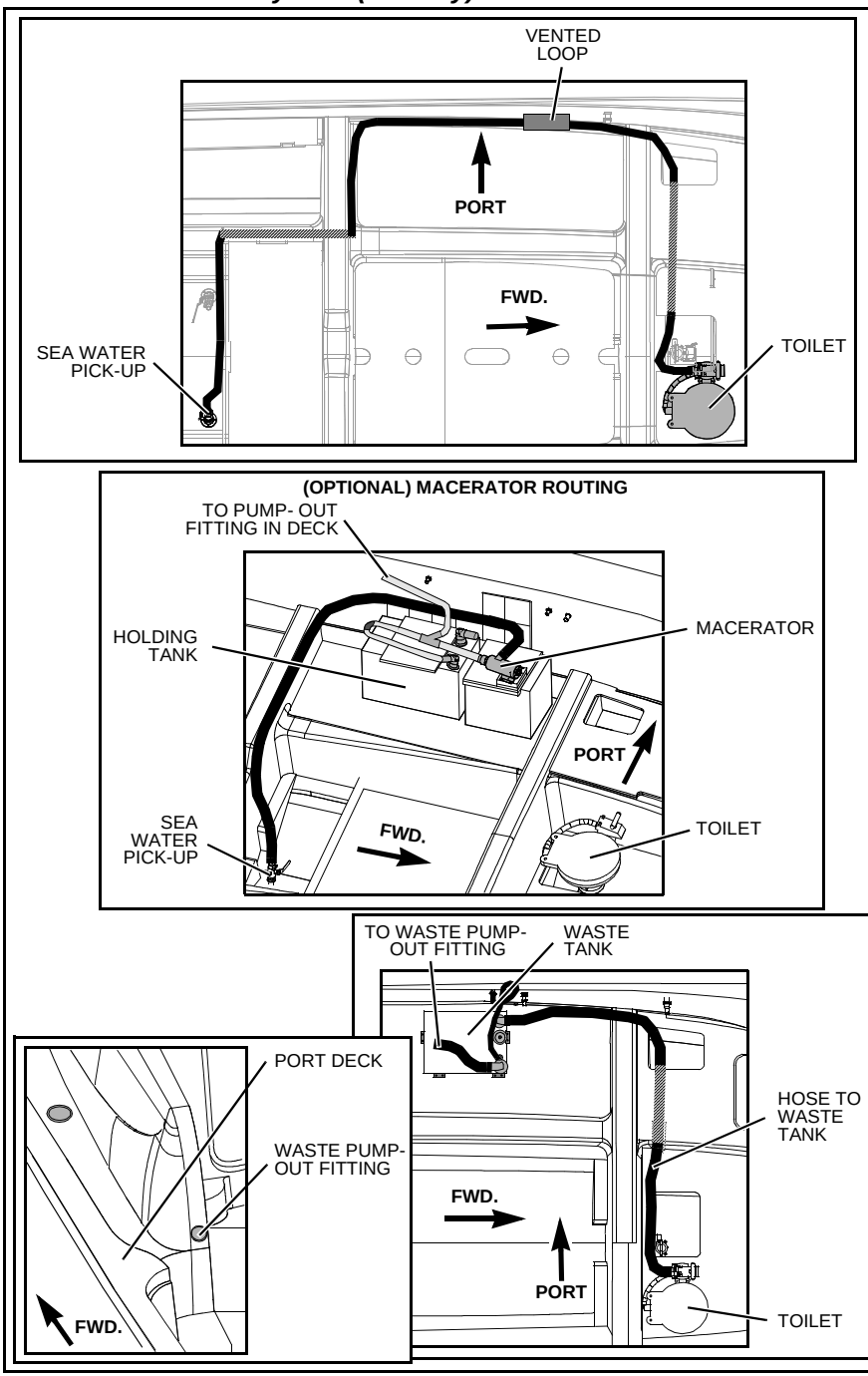
Fuel System



Freshwater System



Head & Waste Tank System (LX Only)

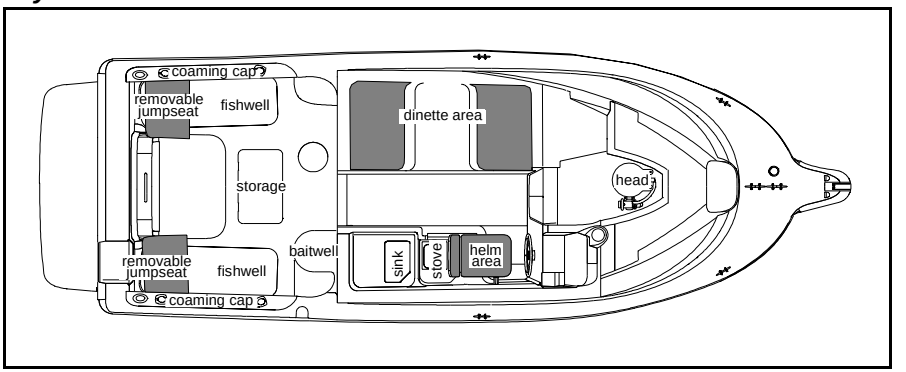


2359 FB Features and Systems

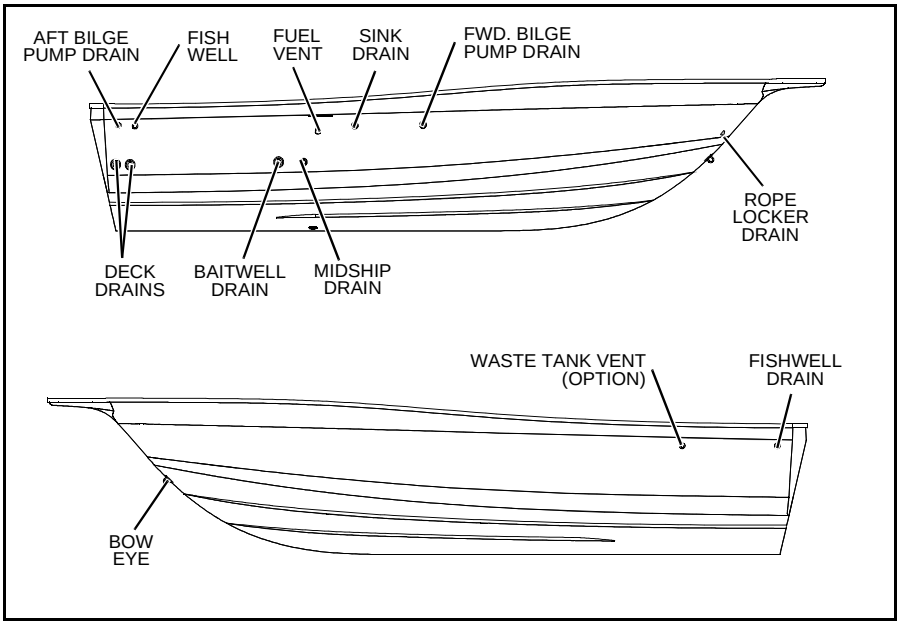
Dimensions and Tank Capacities

Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Water Capacity	Fuel Tank Capacity
23'5"	7'4"	8'5"	1'7"	20 gal.	87 gal.

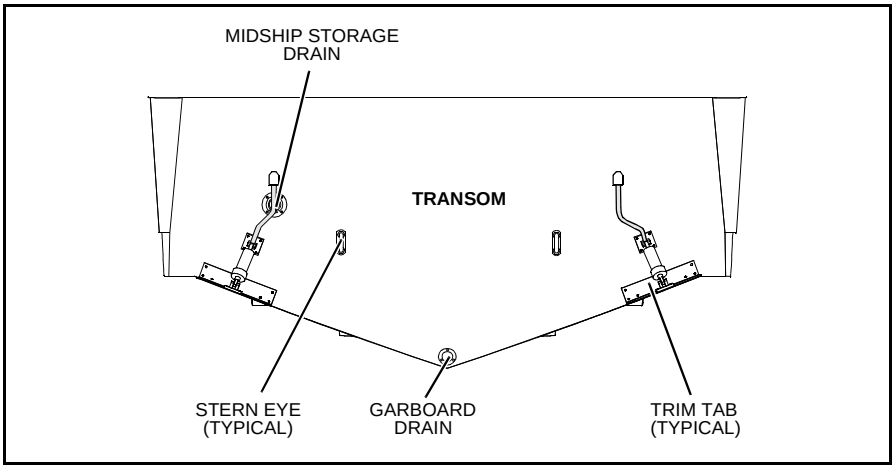
Layout View



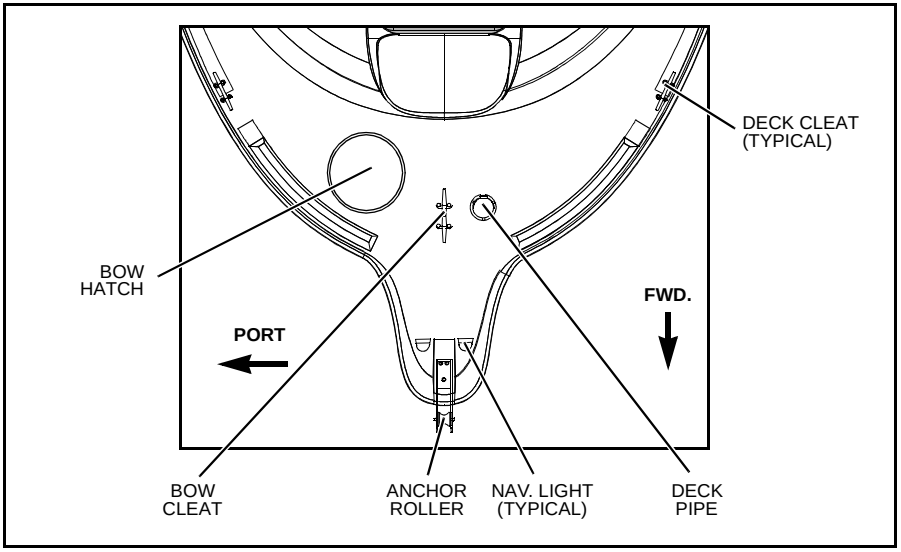
Hull Exterior Hardware



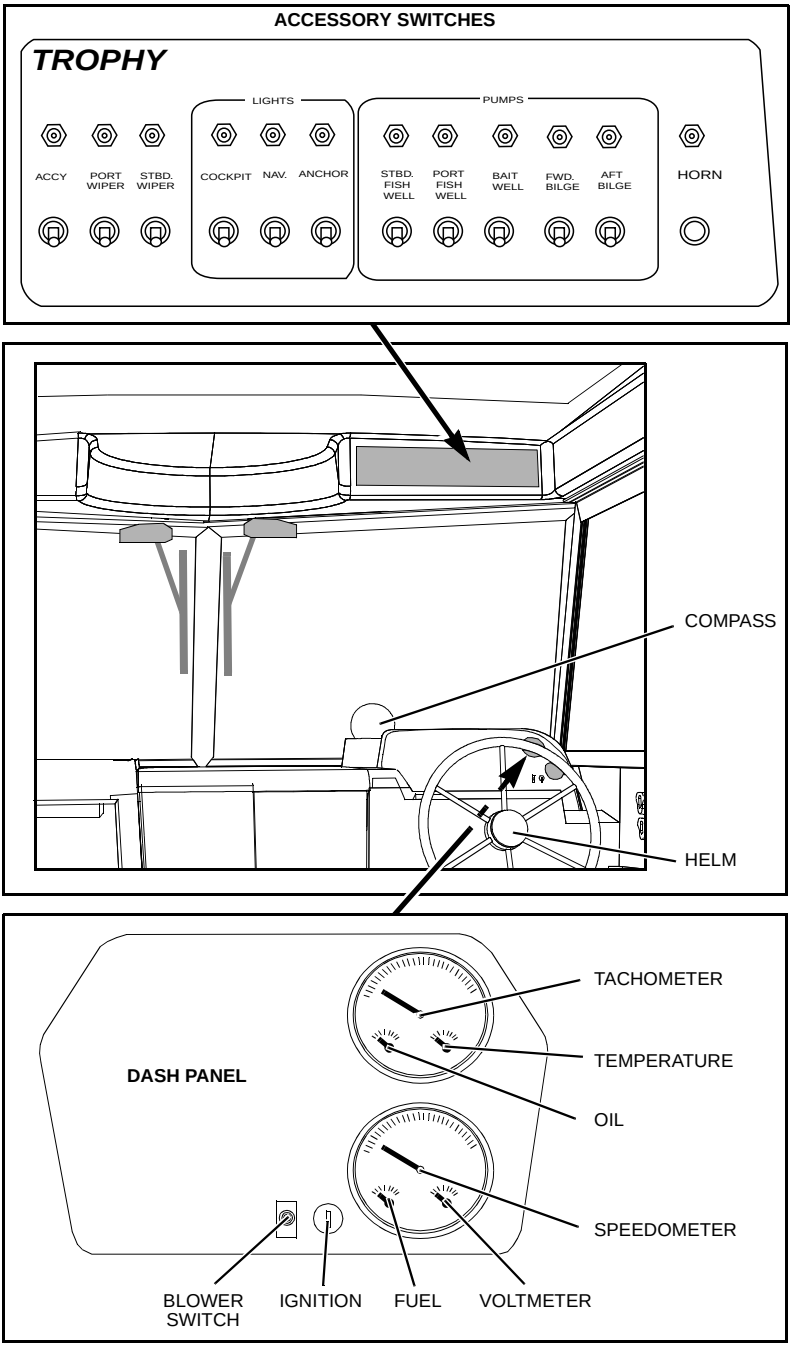
Transom Hardware



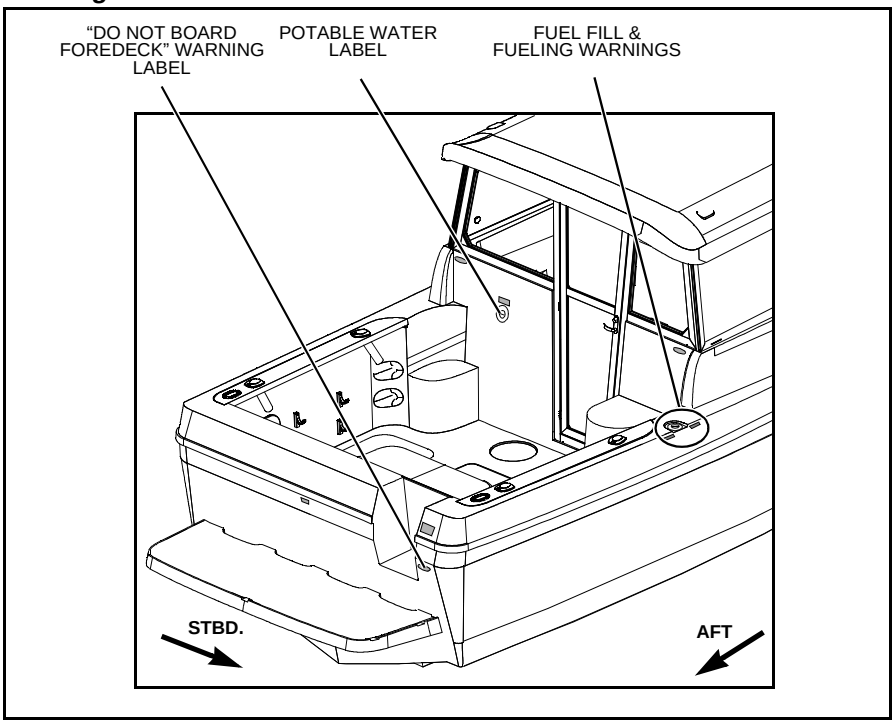
Foredeck Hardware



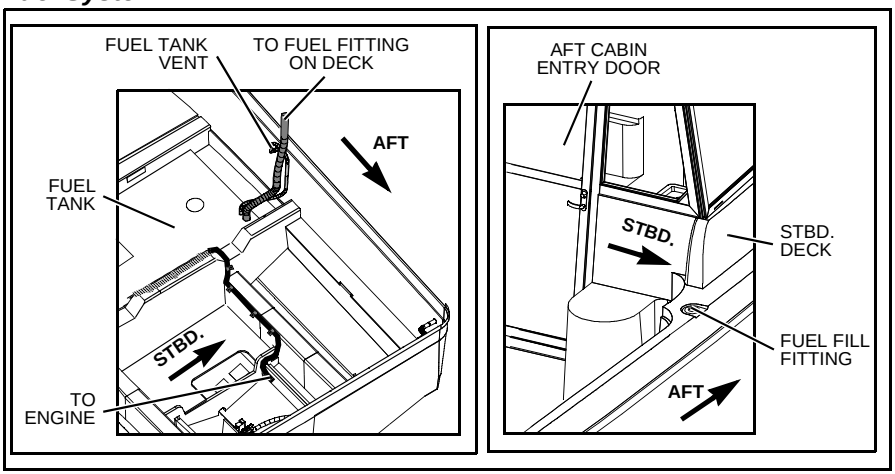
Helm


ACCESSORY SWITCHES
TROPHY
LIGHTS
PUMPS
ACCY
PORT WIPER
STBD. WIPER
COCKPIT
NAV.
ANCHOR
STBD. FISH WELL
PORT FISH WELL
BAIT WELL
FWD. BILGE
AFT BILGE
HORN
COMPASS
HELM
DASH PANEL
TACHOMETER
TEMPERATURE
OIL
SPEEDOMETER
BLOWER SWITCH
IGNITION
FUEL
VOLTMETER

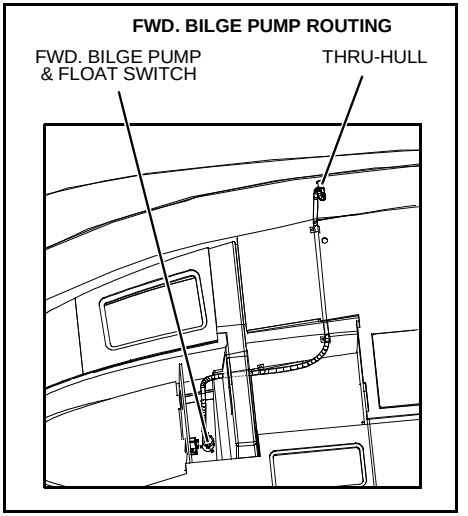
Warning Labels

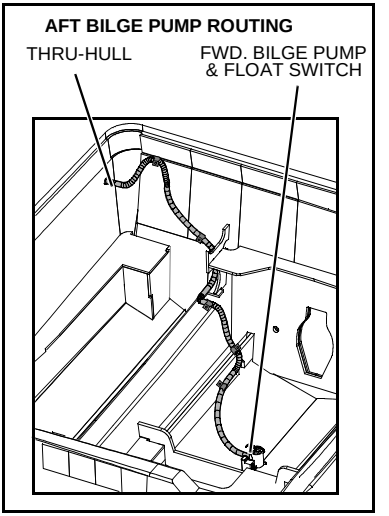


Fuel System

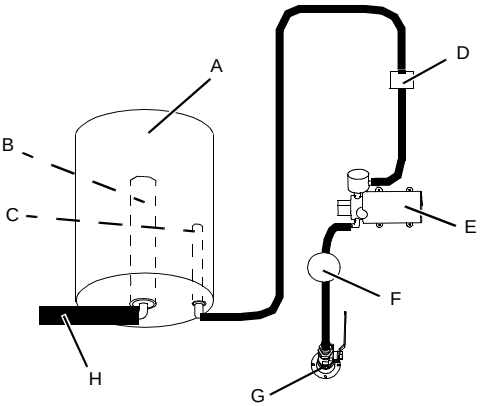


Bilge Pumps

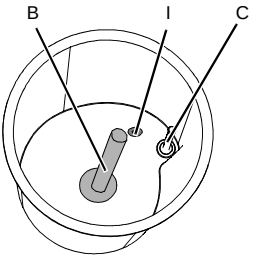




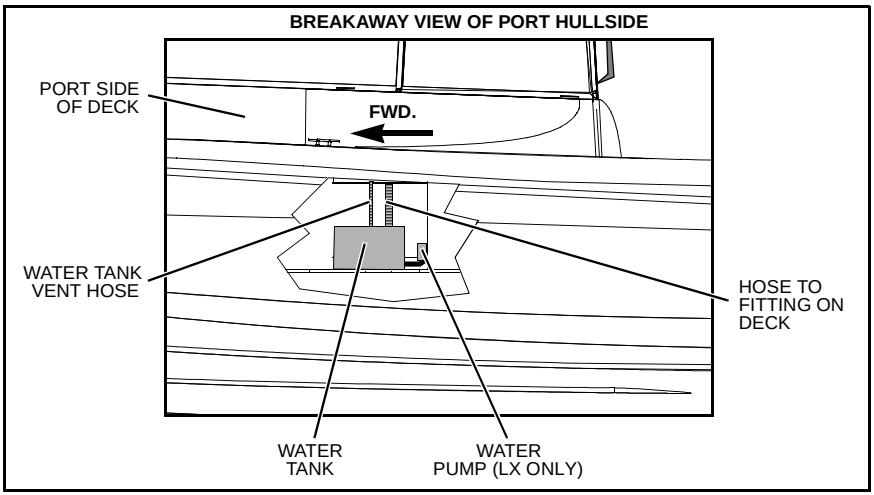
Baitwell System

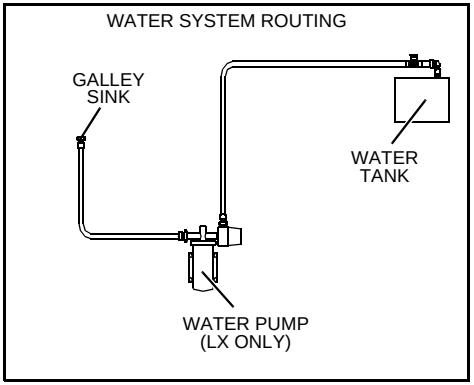


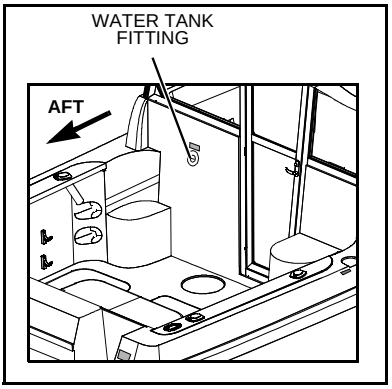
A. TANK
B. OVERFLOW DRAIN
C. AERATOR WAND
D. AERATOR
E. BAITWELL PUMP
F. RAW WATER FILTER
G. SEAWATER PICKUP
H. TO HULLSIDE DRAIN
I. LED LIGHT



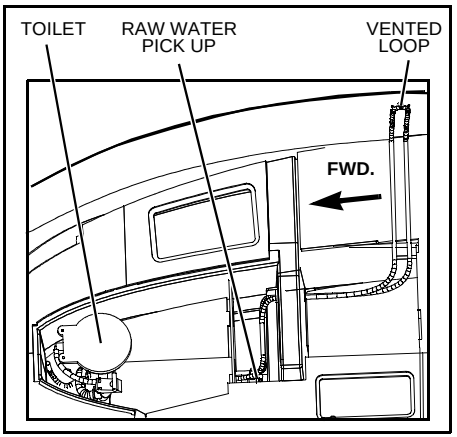
Freshwater System

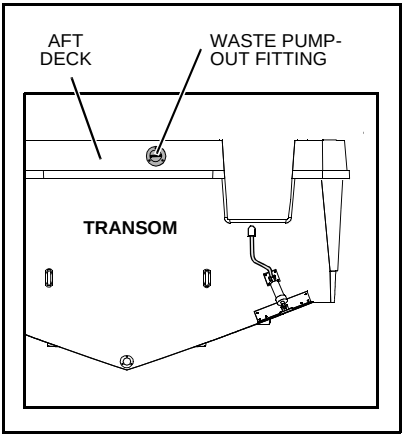


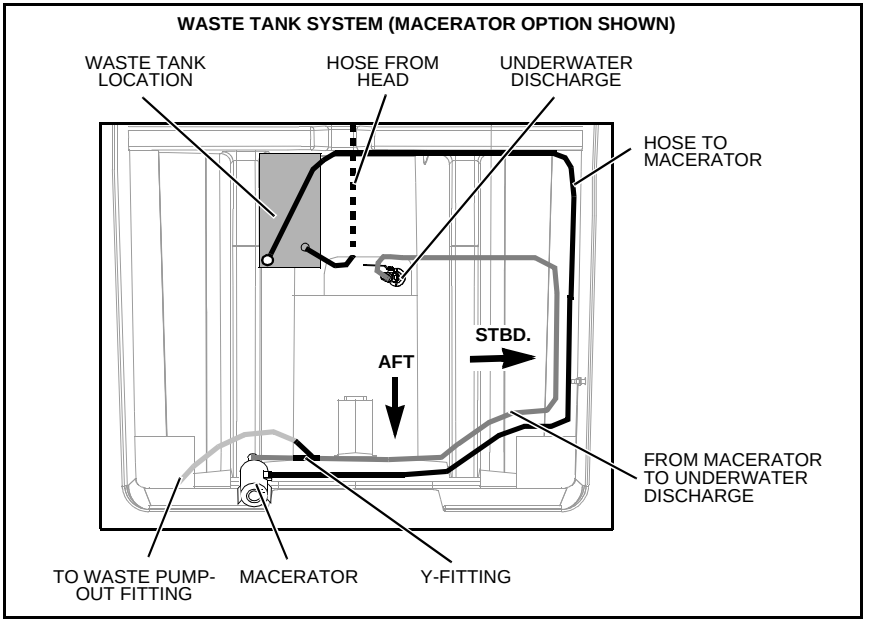




Head & Waste System (LX Only)







Chapter 3: General Systems

Electrical System

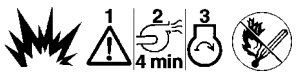
Read this section and the electrical sections of the owner's manual and all accessory manuals included in your boat owner's packet. Electrical system drawings are provided in Chapter 4 and Chapter 5 of this supplement.

⚠ DANGER!

EXTREME FIRE, SHOCK & EXPLOSION HAZARD!

- **To minimize the risks of fire and explosion, NEVER install knife switches or other arcing devices in the fuel compartments.**
- **NEVER substitute automotive parts for marine parts. Electrical, ignition and fuel system parts were designed and manufactured to comply with rules and regulations that minimize risks of fire and explosion.**
- **DO NOT modify the electrical systems or relevant drawings.**
- **Only qualified personnel should install batteries and/or perform electrical system maintenance.**
- **Insure that all battery switches are turned OFF before performing any work in the engine spaces.**

⚠ WARNING!



FIRE, OPEN FLAME & EXPLOSION HAZARD!

- **Fuel fumes are heavier than air and will collect in the bilge areas where they can be accidently ignited. Visually and by smell (sniff test), check the engine and fuel compartments for fumes or accumulation of fuel. ALWAYS operate the bilge blowers for at least four minutes prior to engine starting, electrical system maintenance or activation of electrical devices.**
- **Minimize the danger of fire and explosion by not exposing batteries to open flame or sparks. It is also important that no one smoke anywhere near the batteries.**

⚠ CAUTION!

SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!
NEVER disconnect the battery cables while the engine is running since it can cause damage to your boat's electrical system components.

NOTICE

Electrical connections are prone to corrosion. To reduce electrical problems caused by corrosion, keep all electrical connections clean and apply a spray-on protectant that is designed to protect connections from corrosion.

12-Volt DC Electrical System

Your boat is equipped with a 12-volt DC (direct current) system.

Fuses and Circuit Breakers

- Fuses and circuit breakers for engines and main accessory power may be on the DC main distribution panel and on the battery switch panel *(if installed)*.
- Electronics power is provided at the helm.
- Some equipment may have secondary fuse protection at the unit.
- Wires are color-coded to indicate which accessory each fuse services. Some items, such as radios and bilge pumps, may be fused individually at the unit. Autofloat switches are fused at the battery.

Batteries

The batteries supply electricity for lights, accessories and engine starting. The electrical section of Chapter 7 in the Owner's Manual provides battery care and maintenance instructions.

Battery Switch (2359 FB)

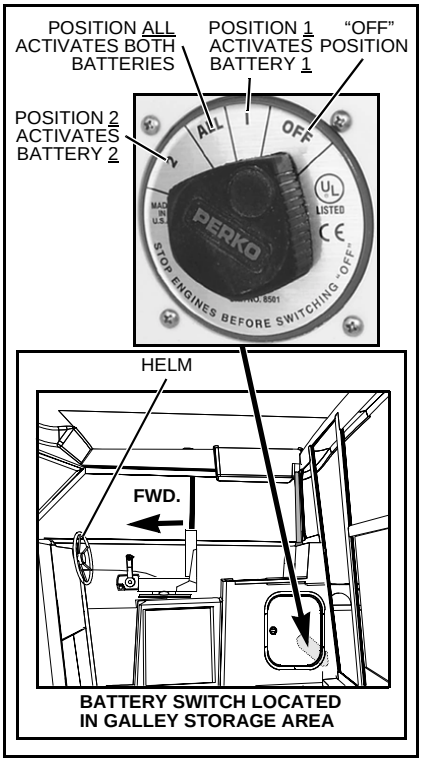
Your boat may feature a battery switch (2359 FB only). The battery switch is located in the galley storage area.

Battery Switch Positions

The battery switch has four (4) positions (see photograph to the right);

- Position 1 - provides power for engine starting and accessories from battery 1. Battery 1 (only) will be charged by the engine alternator when the engine is running at high idle or faster.
- Position 2 - provides power, for engine starting and accessories from battery 2. Battery 2 (only) will be charged by the engine alternator when the engine is running at high idle or faster.
- Position ALL -if batteries are low; provides power for engine starting from both batteries. The ALL position also allows the charging of *both* batteries by the engine alternator when the engine is running at high idle or faster.

The battery switch should be switched to the ***"OFF"*** position whenever the boat is left unoccupied for long periods of time.



BATTERY SWITCH LOCATED IN GALLEY STORAGE AREA

NOTICE

Since the batteries on your boat were dealer-installed, the battery switch positions listed above may vary. Make sure you've had a full explanation of battery switch operation from your selling dealer.

⚠ CAUTION!

SYSTEM DAMAGE HAZARD! **NEVER disconnect battery cables or turn off the battery switch while your engine is running as this can cause damage to your boat's electrical components.**

Battery Charger (2359 FB LX)

Your boat may be equipped with a battery charger located in the aft port cabin. Read and understand the battery charger instructions included in your owner's packet before using the charger.

- The battery charger will charge the boat's batteries whenever the boat is plugged into 120 volt shore power.
- For proper charging; turn the battery switch to any position *except* ALL.

⚠ CAUTION!

- **The battery charging systems (alternator and battery charger) are designed to charge conventional lead-acid batteries. Before installing gel-cell (or other new technology) batteries, read and follow the battery charger's operating instructions.**
- **Loose battery cable connections will damage your battery charger and your boat.**

AC Electrical System (2359 FB)

Your boat may come equipped with an optional AC (alternating current) system which is energized from shore power. Shore power is supplied to your boat using a 120v/30 amp shore power receptacle.

⚠ DANGER!

FIRE, EXPLOSION & SHOCK HAZARD!

- **DO NOT alter shore power connectors and use only compatible connectors.**
- **Before connecting or disconnecting the shore power cord to your boat, verify all breakers and switches on the AC master panel are turned OFF.**
- **To prevent shock or injury from an accidental dropping of the "hot" cord into the water, ALWAYS attach the shore power cord to the boat inlet first; then to the dockside connection. When disconnecting from shore power, disconnect the shore power cord from the dockside connection first.**
- **NEVER leave a shore power cord connected to the dockside connection only.**
- **Only use shore power cords approved for marine use. NEVER use ordinary indoor or outdoor extension cords that are not rated for marine use.**

Connecting to Shore Power

⚠ WARNING!

SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

You must monitor the reversed polarity indicator light EVERY TIME you connect to shore power. When connecting to shore power and you encounter a reversed polarity light, DO NOT energize the main breaker switch. Instead, immediately disconnect the shore power cord (from the dockside receptacle first) and notify marina management.

⚠ CAUTION!

SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- **NEVER connect dockside power to your boat outside North America, unless you have purchased the international electrical conversion option.**
- **The simultaneous use of several AC components can cause an overloaded circuit. You may have to turn off one or more accessories in order to use another accessory.**
- **Only use double insulated or three-wire protected electrical appliances.**
- **Periodically check the shore power cord(s) for deterioration or damage. Damaged or faulty cords should NEVER be used since the danger of fire and electrical shock exists.**

⚠ CAUTION!

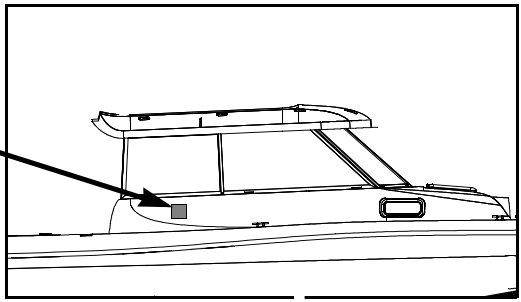
SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- **DO NOT pinch shore power cords in doors or hatches, or coil the shore power cord too tightly. These situations can create enough heat to start a fire.**
- **If a shore power cord should accidently become immersed in water, THOROUGHLY dry the blades and contact slots before reusing.**

NOTICE

Some dockside installations may be rated less than 30 amps, therefore, you may need to purchase lower amp adapters. Whenever a lower amp adapter is used, however, there will be a corresponding drop in supplied power from the dockside system.

SHORE POWER RECEPTACLE



1. Monitor the AC panel's polarity indicator light (next to the master breaker) as follows:
   - A *GREEN* light illuminating after the power cord is plugged into the boats external power receptacle indicates acceptable electrical power in which you may energize the main breaker switch.
   - A *RED* light, however, indicates reversed polarity, which may cause electrical system damage and possibly electrical shock injuries. In this case, DO NOT energize the main breaker switch (see warning below).
2. Activate the AC system by turning the main ship/shore breaker to the "DOCKSIDE" position.
3. Turn ON the master breaker and individual component breakers as required.

Propulsion

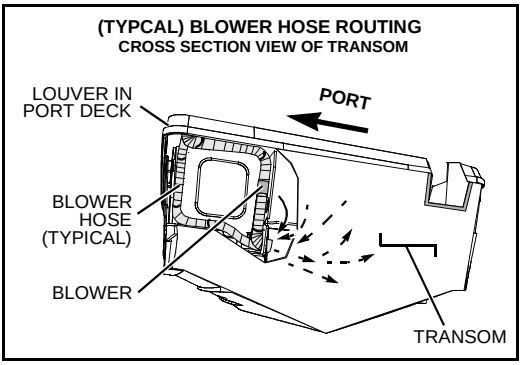
Engine

The owner's packet contains detailed engine operation and maintenance manuals. Read these manuals before operating or performing maintenance to the engine.

Bilge Blower

Your boat may feature a bilge blower system. The bilge blower removes fumes from the engine compartment and draws fresh air into the compartment through the deck vents.

To ensure fresh air circulation, operate the bilge blower for at least four minutes before starting the engine, during starting, and while operating the boat below cruising speed.



⚠ WARNING!

EXPLOSION HAZARD!

- **Operation of the blower system is not a guarantee that explosive fumes have been removed. If you smell any fuel, DO NOT start the engine. If the engine are already running, immediately shut off the engine and all electrical accessories and investigate immediately.**
- **DO NOT obstruct or modify the ventilation system.**

Fuel System

Read the fuel section of the owner's manual and the engine operation manual, paying special attention to the subject of fuel recommendations.

⚠ WARNING!

FIRE, EXPLOSION AND OPEN FLAME HAZARD!

- **It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling.**
- **The fueling instructions in the owner's manual and the fuel grade recommendations in the engine operation manual must be followed.**

⚠ CAUTION!

Avoid the storage or handling of gear near the fuel lines, fittings and tank.

NOTICE

Discharge of fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.

Fuel Fills and Vents

Your fuel fills is located either on the aft deck (2302 FP) or on the starboard aft deck (2352 FN, 2359 FB). Refer to the *Systems and Diagrams* section of the owner's manual supplement. Fuel receptacle caps are marked "GAS". Fuel vents are located below and in the same general area as the fill. If you experience difficulty filling the fuel tank, check to see that the fuel fill and vent lines are free of obstructions and kinks.

Fuel Filters

All tanks are equipped with a fine mesh screen filter on the fuel pickup tube (located inside or on the outside of the tank) to the fuel line fitting. In addition, when supplied by the engine manufacturer, a filter is installed on the engine. Fuel filters should be replaced periodically to ensure they remain clean and free of debris. Consult your selling dealer or local marina concerning fuel additives that help to prevent fungus or buildup in your fuel tank.

Oil Injection System (2302 FP)

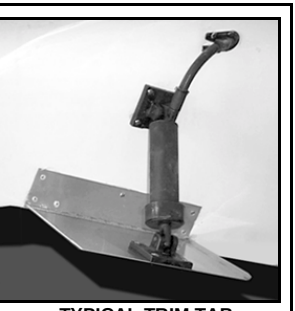
If your engine is equipped with an oil injection system (outboard engines only), read the fuel section of the *Owner's Manual* and the *Engine Operation* manual before operating or servicing your boat.

Trim Tabs

The trim tabs may be used to help keep your boat level at cruising speeds. Trim tabs are controlled by two rocker switches located at the helm station. Before using the trim tabs, read the trim tab operation manual included in your yacht's owner's packet and observe the following:

- Once cruising speed is reached, the port or starboard trim switch may be used (one at a time) to level the boat. Perform trim tab adjustment with several short touches to the switch rather than one long one. After each short touch, allow several seconds for the hull to react.
- The trim tab hydraulic fluid reservoir is located on the aft transom.At least once a year, check the fluid level and refill as necessary.

TYPICAL TRIM TAB ROCKER SWITCHES (LOCATED AT HELM)



TYPICAL TRIM TAB (TRANSOM VIEW)

⚠ WARNING!

LOSS OF CONTROL HAZARD!

- **DO NOT allow anyone unfamiliar with trim tabs to operate them. Improper use of trim tabs may cause loss of control!**
- **DO NOT use trim tabs in a sea running the same direction as your boat (a following sea), since they may cause broaching or other unsafe handling characteristics.**
- **DO NOT use trim tabs to compensate for excessive unequal weight distribution.**

Power Trim and Tilt

The stern drive on your boat is equipped with power trim and tilt.

The engine operation manual in your owner's packet describes proper power trim and tilt operation.

Navigation and Communication Equipment

The owner's packet contains operation manuals for all navigation & communication equipment installed on your boat. Read and understand these manuals before using these systems. Additionally, read the warnings below carefully and follow all safety instructions.

VHF Radio (LX only)

Your boat may include a VHF (Very High Frequency) radio at the helm. The VHF radio can be used to access weather reports, summon assistance or contact other vessels as permitted by the FCC (Federal Communications Commission). Be sure to contact the FCC for licensing, rules and regulations concerning VHF radio usage.

Compass

NOTICE

Compass accuracy can be affected by many factors. Have a qualified technician calibrate your compass. Make sure the technician gives you a deviation card which shows the corrections to apply in navigational calculations. Keep a copy of the deviation card at the helm.

Lighting

The lights on your boat are of top quality, but you should be aware that failure may occur for a variety of reasons:

1. There may be a tripped breaker - *reset the breaker switch*.
2. The bulb may be burned out - *carry spare bulbs for replacement.*
3. The bulb base may be corroded - *clean the base and coat it with non-conductive electrical lubricant.*
4. A wire may be damaged or may have come loose - *repair as required.*

⚠ CAUTION!

Conserve battery power. Prolonged operation of cabin interior lights (overnight) will result in a drained battery.

Navigation Lights

Navigation lights are essential to safe navigation at night. Read the Coast Guard publication included in your owner's packet and if necessary take a boating safety class.

NOTICE

Avoid the storage of gear where it will block navigation lights from view.

AM/FM Cassette Stereo

NOTICE

AM radio reception may be impaired in areas where reception is limited or anytime the engines are running.

Alcohol Stove

NOTICE

Always keep an approved ABC-type fire extinguisher in your boat.

⚠ WARNING!

SEVERE BURN AND FIRE HAZARD!

- **DO NOT operate the stove unless you have read the owner's manual from the manufacturer. Use these directions only as a reminder!**
- **Any non-cooking devices on or near your stove during operation are potential fire hazards.**
- **DO NOT operate your stove in the cabin. Only use your stove in an open area. If ventilation is obstructed, your stove will consume oxygen, leading to death or asphyxiation.**

Refrigerator (2359 FB LX)

Your boat may feature a 110-volt AC/12-volt DC refrigerator. Before operating, read the manufacturer's instructions supplied in your owner's packet and observe the following:

⚠ CAUTION!

Conserve battery power. Prolonged operation of your refrigerator (when not connected to shore power) will result in a drained battery.

Bilge Pumps

Your boat is equipped with two impeller-type bilge pumps. The bilge pumps are automatically controlled by float switches (see "Autofloat Switches" on the next page). The bilge pumps can also be controlled by a switch on the dash.

NOTICE

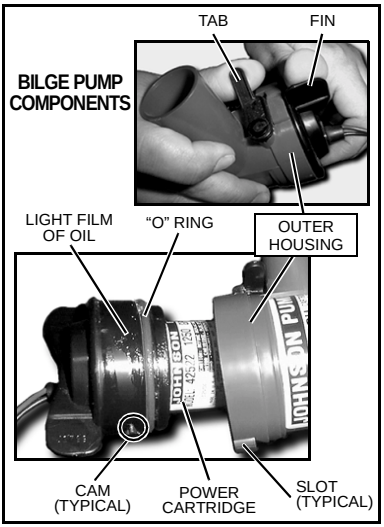
Discharge of oil, oil waste or fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.

Bilge Pump Testing

Bilge pumps must be tested often to verify they are working properly. To test a bilge pump, activate the dash-mounted switch and verify that the bilge water is being pumped overboard. If bilge water is present and the pump motor is running but *not* pumping, inspect the discharge hose for a kink or collapsed area. If no problems are found, check the bilge pump housing for clogging debris as follows:

Checking for clogging debris:

1. Remove the power cartridge:
   a. Lift the tab while rotating the fins counterclockwise.
2. Lift out the power cartridge.
3. Clear debris from the outer housing.
4. Re-install the power cartridge:
   a. Make sure the "O" ring is properly seated.
   b. Coat the "O" ring with a light film of vegetable or mineral oil.
   c. Align the cams on either side of the cartridge with the slots on the outer housing and press the power cartridge into the housing while twisting clockwise.
5. Check reinstallation by trying to twist the fins counterclockwise without lifting the tab. The cartridge should stay in place.



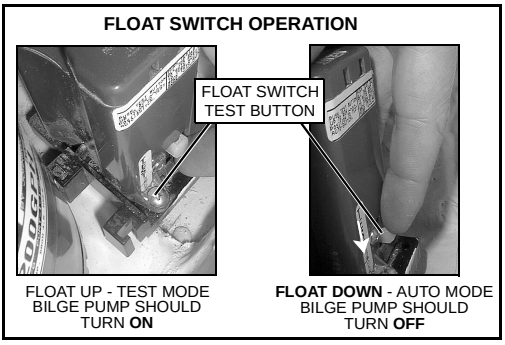
Autofloat Switches

Automatic bilge pumps use electromagnetic float (autofloat) switches to automatically activate the pump whenever bilge water rises above a preset level. An autofloat switch is mounted next to the bilge pump, and is wired directly to the battery so it will normally function even when the boat is completely shut down and left unattended.

Your Autofloat switch must be tested often for proper operation as follows:

Float Switch Test:

1. Push the float switch test button *up* to activate the bilge pump.
2. If the pump does not turn on, check the inline fuse. If the fuse is good but the switch doesn't work, it may indicate a bad switch or possibly a low battery.
3. Push the test button all the way *down* to return the float switch back into the auto mode.



⚠ CAUTION!

When test is completed on a float switch, you must push the test button all the way *down* to the auto position to turn the switch back into auto mode!

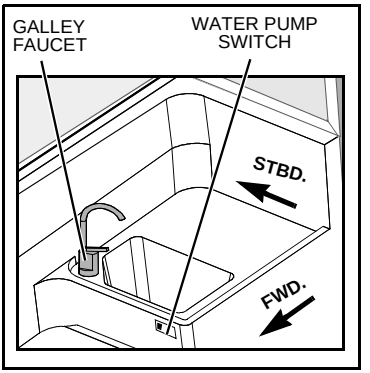
Fresh Water System

Your boat is equipped with a pressure-demand freshwater (potable) system. Refer to the *Systems and Diagrams* section of this supplement, and read the following;

- Open your taps and depressurize the system when not in frequent use to increase the life of your freshwater system.
- Drain the freshwater system during freezing conditions and when not in use to prevent damage and to keep stored water from becoming stagnant and distasteful. Should it become necessary to disinfect the freshwater system, ask your dealer about treatments available for your boat's system.

Water Pump (2359FB LX)

If your (potable) freshwater system includes a water pump, your freshwater system will operate when the water pump switch (located below the galley sink, see illustration to the right) is in the ON position.



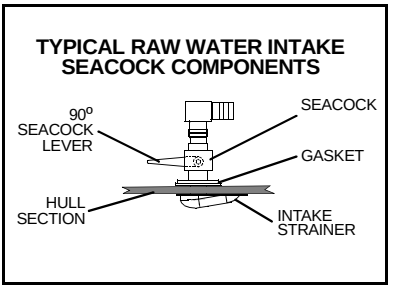
- The water pump's DC breaker must be turned ON to use freshwater.
- The water pump's DC breaker should be turned OFF when any of the following occurs:
  - When the boat is not in use.
  - Whenever the water tank is empty.

Raw Water System

Seacocks

Seacocks are valves which are typically used to manage the intake of raw water through the hull below the water line (raw water intake seacocks). Seacocks may also be used to discharge waste or water through the hull below the water line (discharge seacocks).

Seacocks are controlled by a 90º lever and are used on your boat in the following raw water intake/discharge systems: Engine, baitwell and optional marine head (toilet) system.



Head System

Portable Head

Your boat may feature a portable head (toilet). Read the manufacturer's operating instructions supplied in your owner's packet before using your portable head.

Marine Head with Holding Tank (LX Only)

Your boat may come equipped with a marine head (toilet) and 15 gallon waste holding tank system. Read the manufacturer's operation and maintenance manual (included in your boat's owner's packet) and refer to the *Features and Systems* section of this supplement.

- The marine head installed on your boat uses seawater to flush waste from the toilet.
- Waste is routed directly from the head to the holding tank.
- The holding tank is plumbed to a fitting on the deck for dockside pump-out.
- You can determine the content level of the holding tank by looking at the tank. Empty the holding tank at every opportunity.
- If you are unable to pump water into the bowl, the probable cause is debris in the pump diaphragm. To remedy this, shut off the seawater intake valve (seacock) and dismantle the pump. The pump is generally held together with six screws (the design is simple and the problem will be obvious when the pump body is split open).

To winterize the head, shut off the intake seacock and pump until the bowl is dry. Remove the drain plug in the base and pump again to remove all of the water. Do not fill the bowl with anti-freeze. The intake seacock should be left closed while the boat is underway or whenever the boat is left moored in the water.

Operating the manual flush marine head:

1. Open the head's seawater intake valve (seacock).
2. Before using the head, pump enough water into the bowl to wet the sides.

After use, pump until the bowl is clean. Continue pumping a few more times to clean the lines. If excess waste causes the water to rise in the bowl, stop pumping until the water recedes.

Macerator (LX Option)

Before using the optional macerator to pump waste directly into the water (where regulations permit) you must:

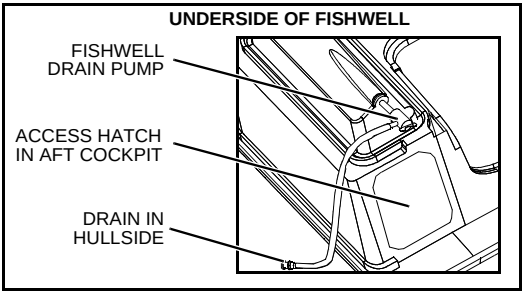
- Open the underwater discharge seacock.
- Set the y-valve to direct the waste to the macerator.
- Press the switches simultaneously for pumping to occur.

NOTICE

Check with local authorities for regulations regarding the legal use of marine head systems.

Fishwells

Your boat features two fishwells in the aft cockpit. The fishwells can be drained by activating the switches at the helm. If the fishwells do not draining properly, check for clogging or kinks in the drain hoses.



Bait Well System

Your boat features a Baitwell system. Read *Chapter 11* in the *Owner's Manual* before using your baitwell.

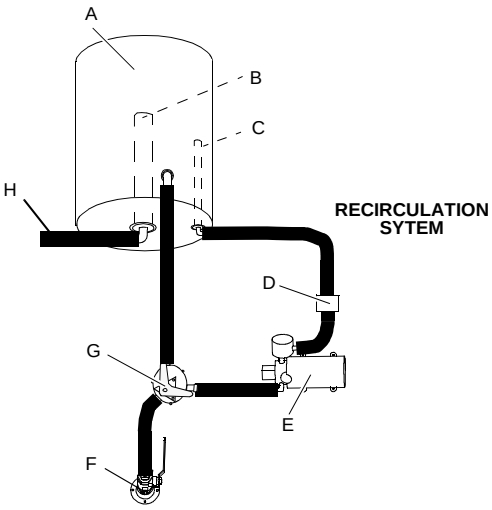
To fill your baitwell follow these step;

- Make sure the seacock is open.
- Turn the y-valve (if equipped) to direct raw water into the system.
- Activate the baitwell switch.

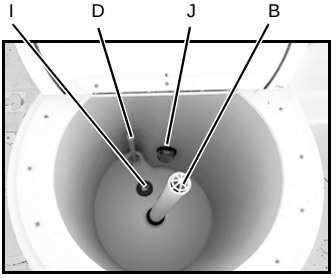
Occasionally check the baitwell system to verify that it is pumping adequate amounts of water. If there appears to be a problem, check the system for weeds or other debris.

Overflow water is automatically drained overboard thru the stand pipe. To drain the live well, remove the stand pipe and allow water to drain completely.

Recirculation System (2352 FN, 2302 FP)



RECIRCULATION SYTEM



A. TANK
B. OVERFLOW DRAIN
C. AERATOR WAND
D. AERATOR
E. BAITWELL PUMP
F. SEACOCK
G. Y - VALVE
H. TO HULLSIDE DRAIN
I. LED LIGHT
J. RECIRCULATION DRAIN

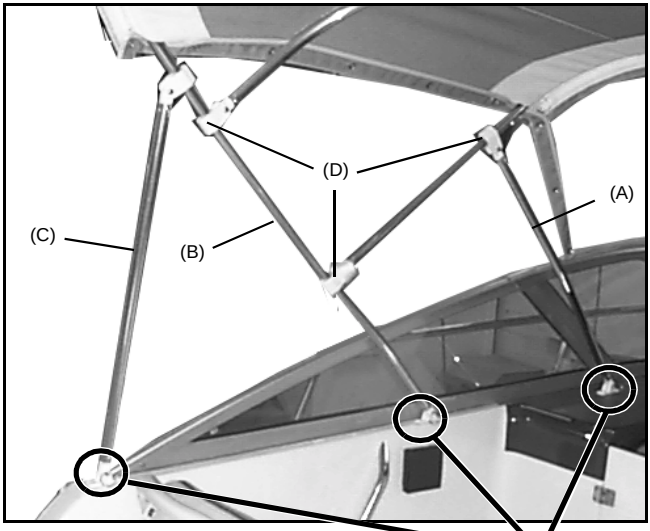
Your baitwell may feature a recirculation system. The recirculation system keeps your bait or catch alive when outside water is unavailable (i.e. trailering, boating in foul water).

- After turning the y-valve to stop raw water from being directed into the system, the recirculation system is automatically activated when the baitwell switch is on.

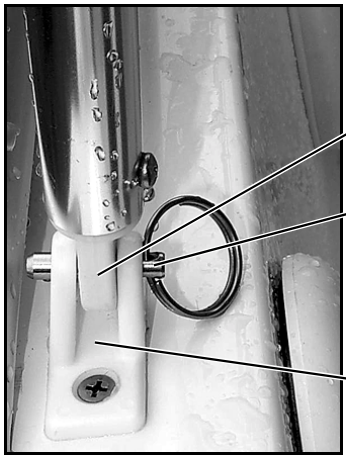
Canvas Top Installation (2302 FP, 2352 FN)

1. Slide the eye ends of the forward legs (A) into the forward deck hinges and insert the pins.
2. Unfold the canvas top and slide the eye ends of the middle legs (B) into the middle deck hinges and insert the pins.
3. Slide the eye ends of the aft legs (C) into the aft deck hinges and insert the pins.

No adjustments to the bow jaw slides (D) should need to be made as they are preset during manufacturing. Before attempting to adjust the jawslide positions, obtain the correct measurements from your selling dealer.



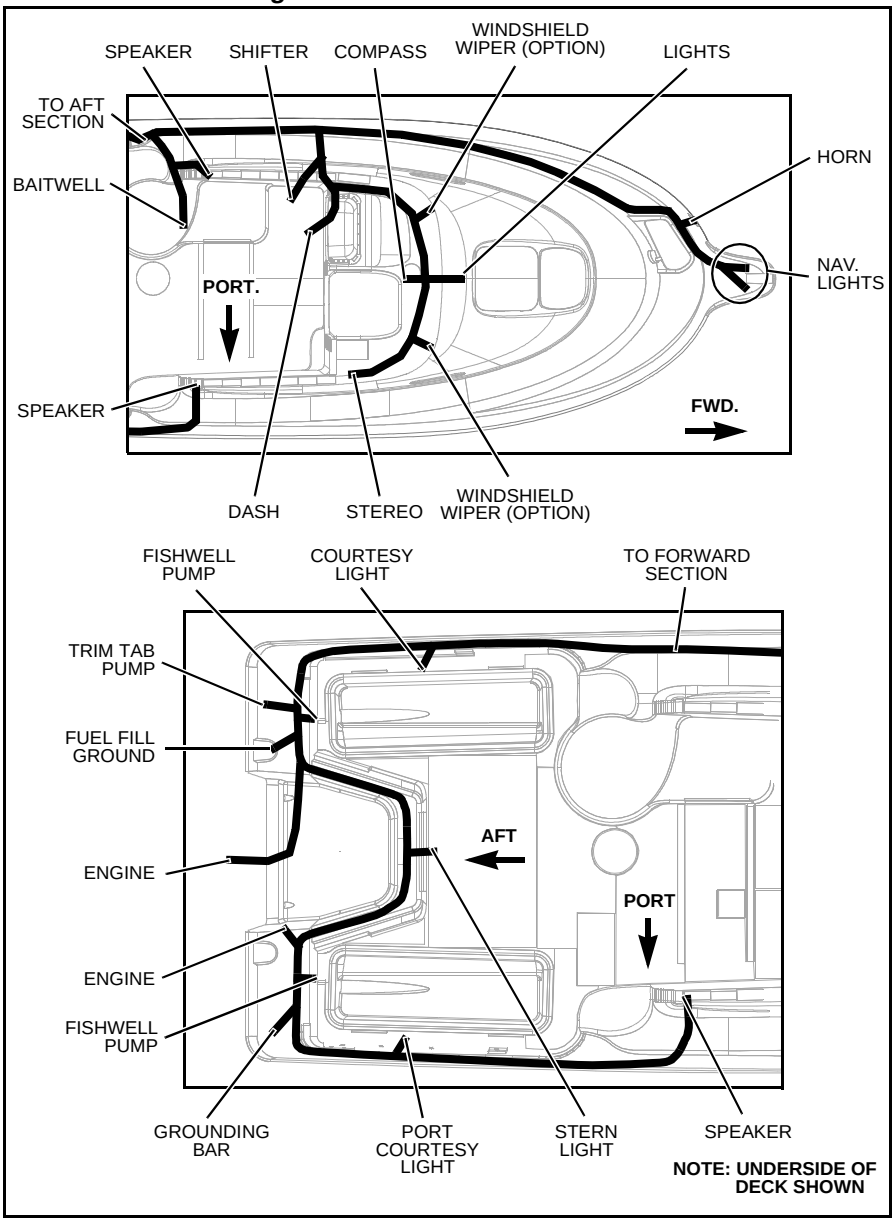
DETAIL VIEW OF DECK HINGE



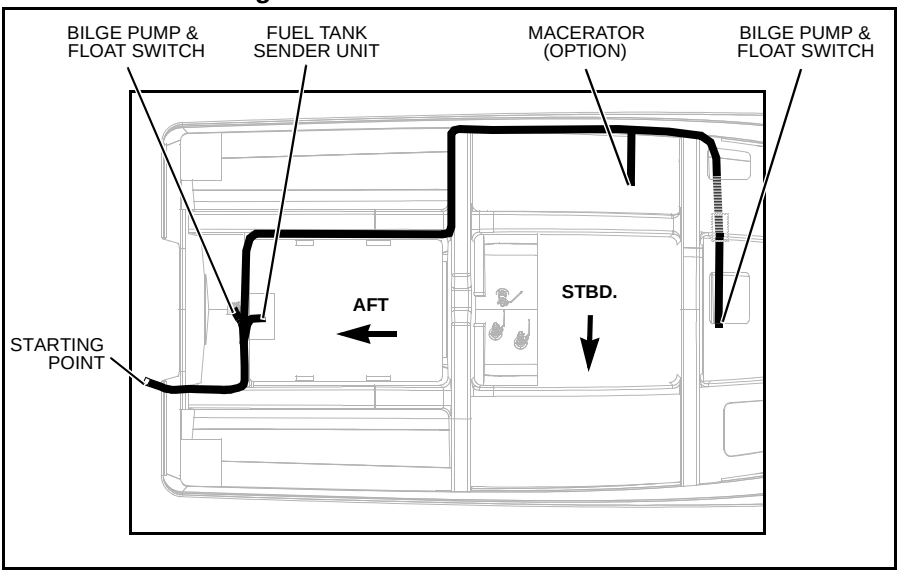
Chapter 4: Electrical Routings

2302 FP Electrical Routings

Deck Harness Routing

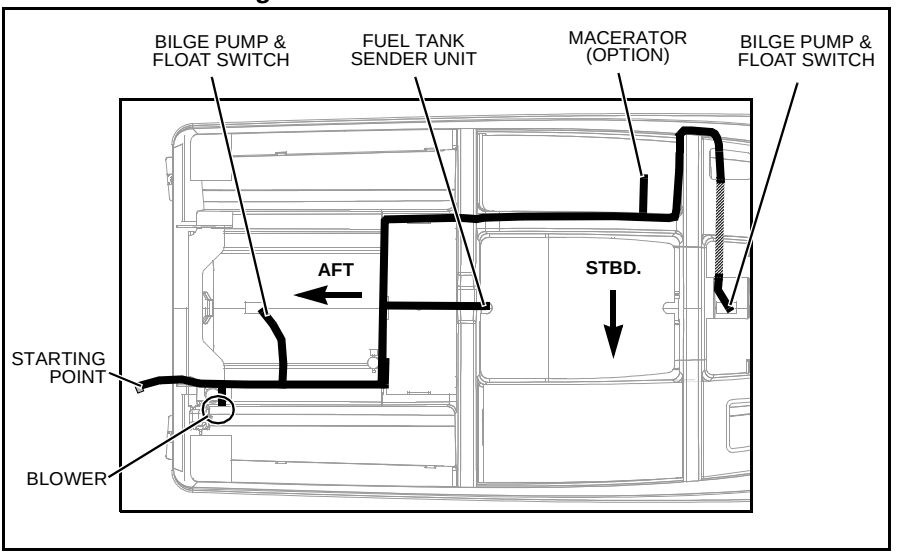


Hull Harness Routing

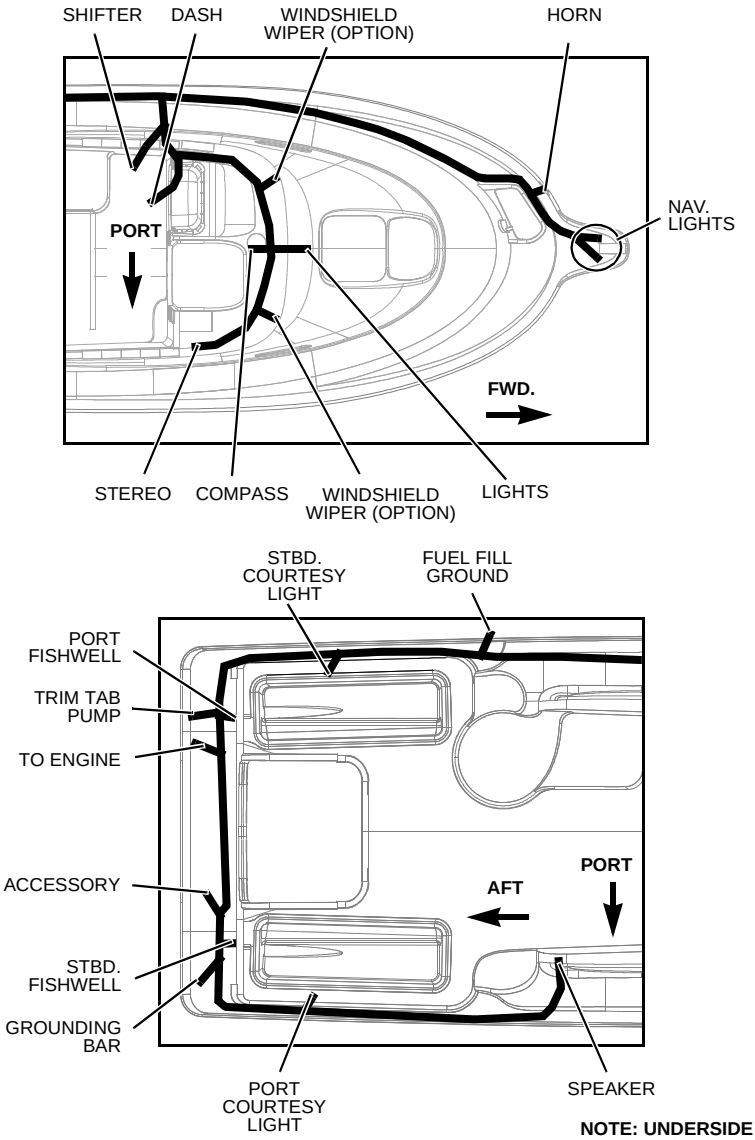


2352 FN Electrical Routings

Hull Harness Routing



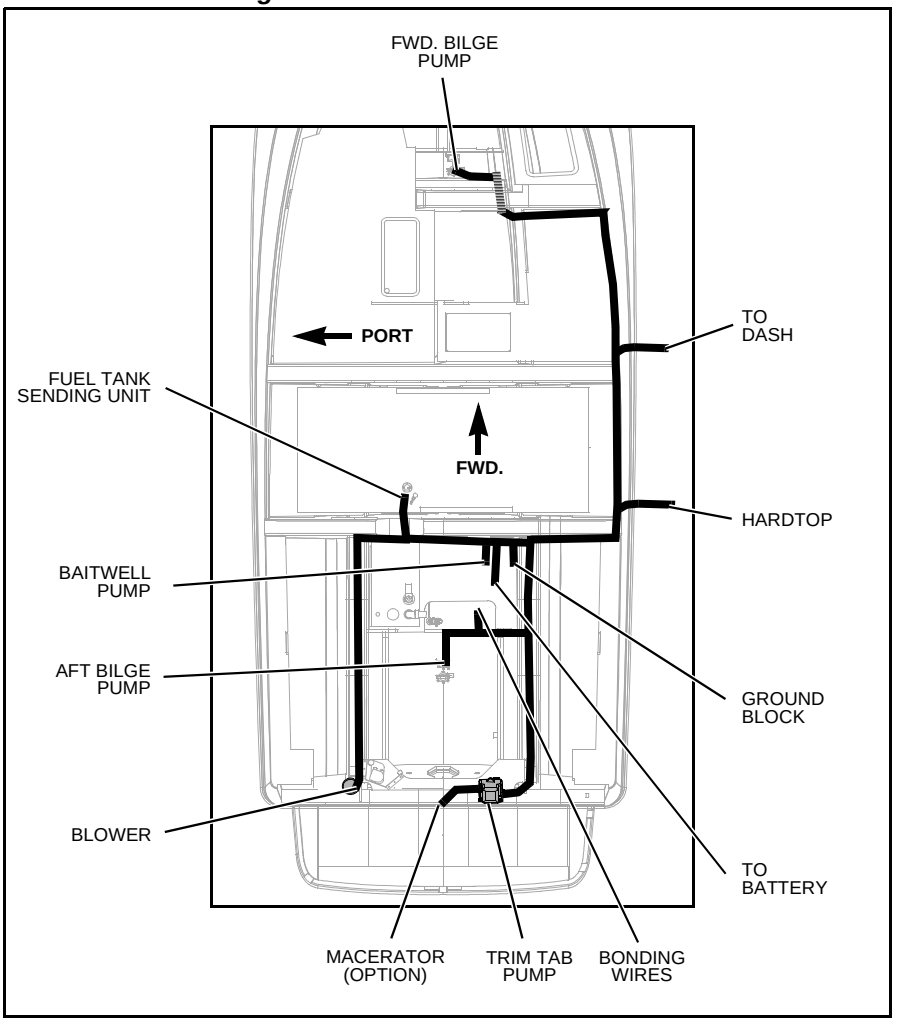
Deck Harness Routing



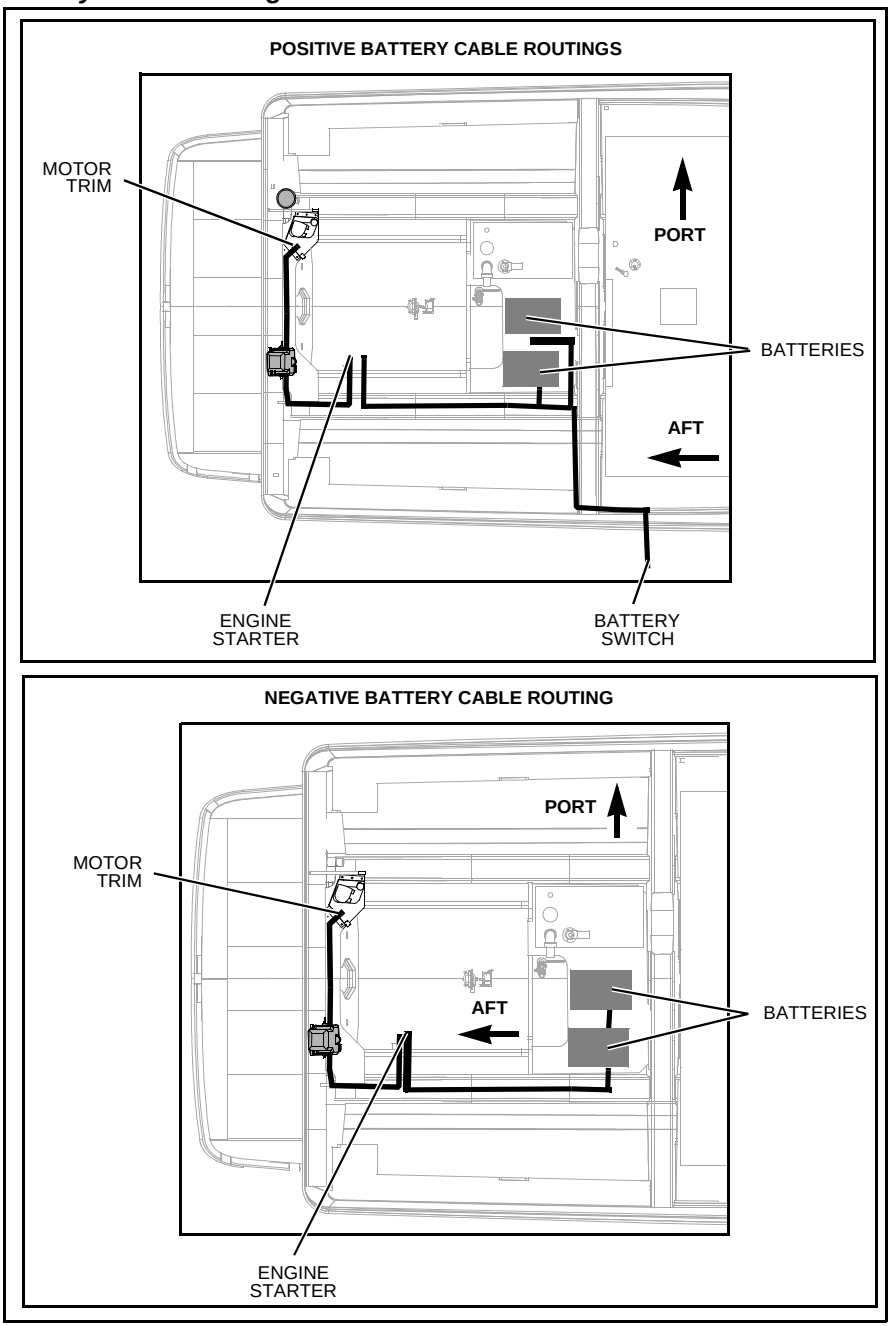
NOTE: UNDERSIDE OF DECK SHOWN

2359 FB Electrical Routings

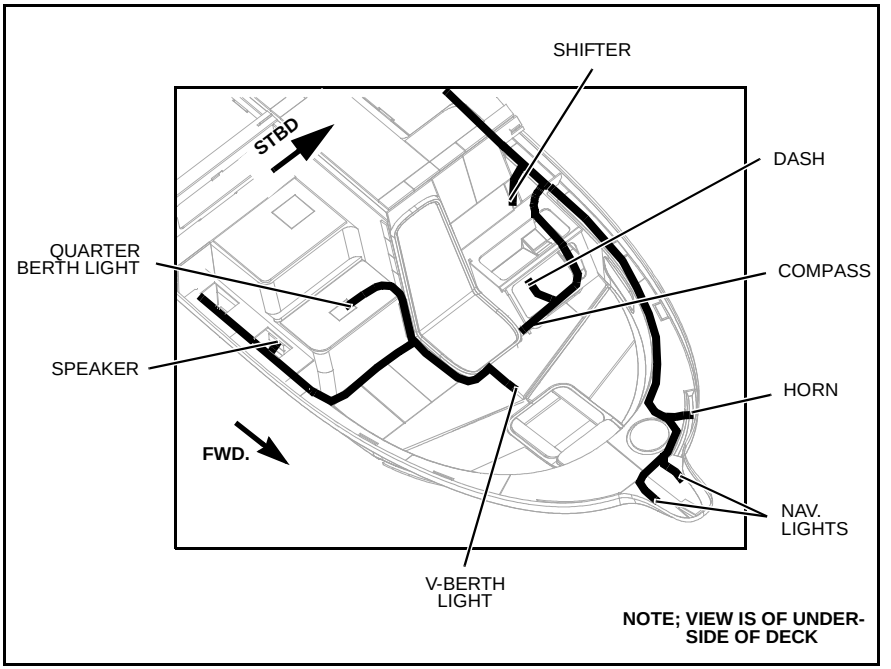
Hull Harness Routing



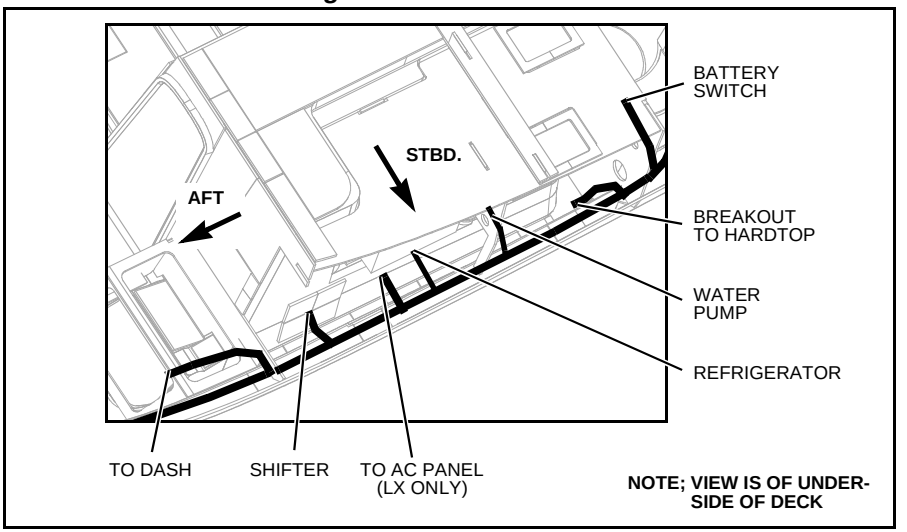
Battery Cable Routings



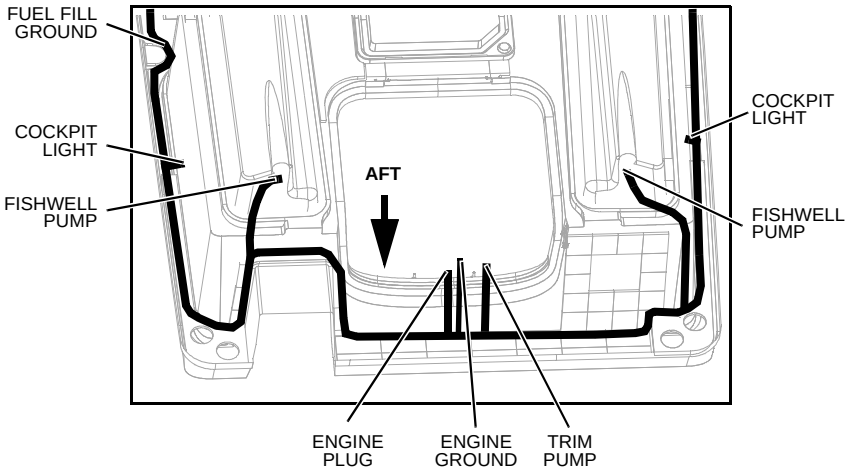
Forward Deck Harness Routing



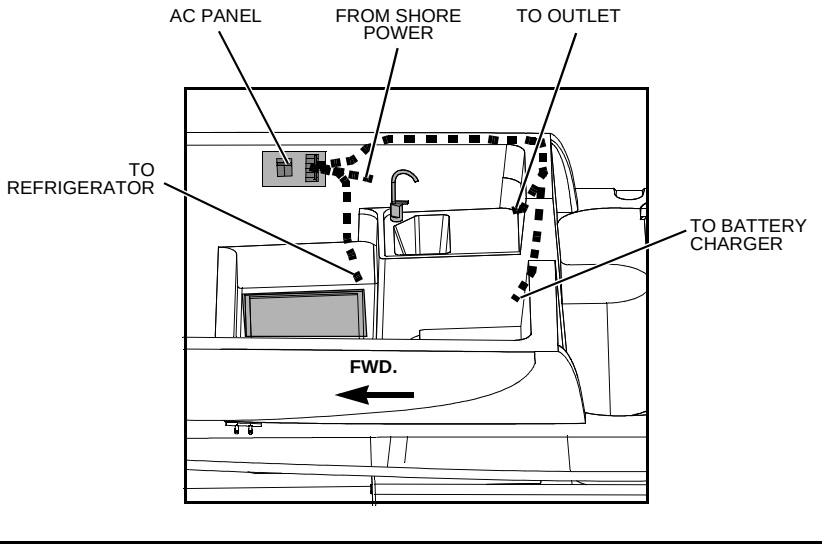
Mid Deck Harness Routing



Aft Deck

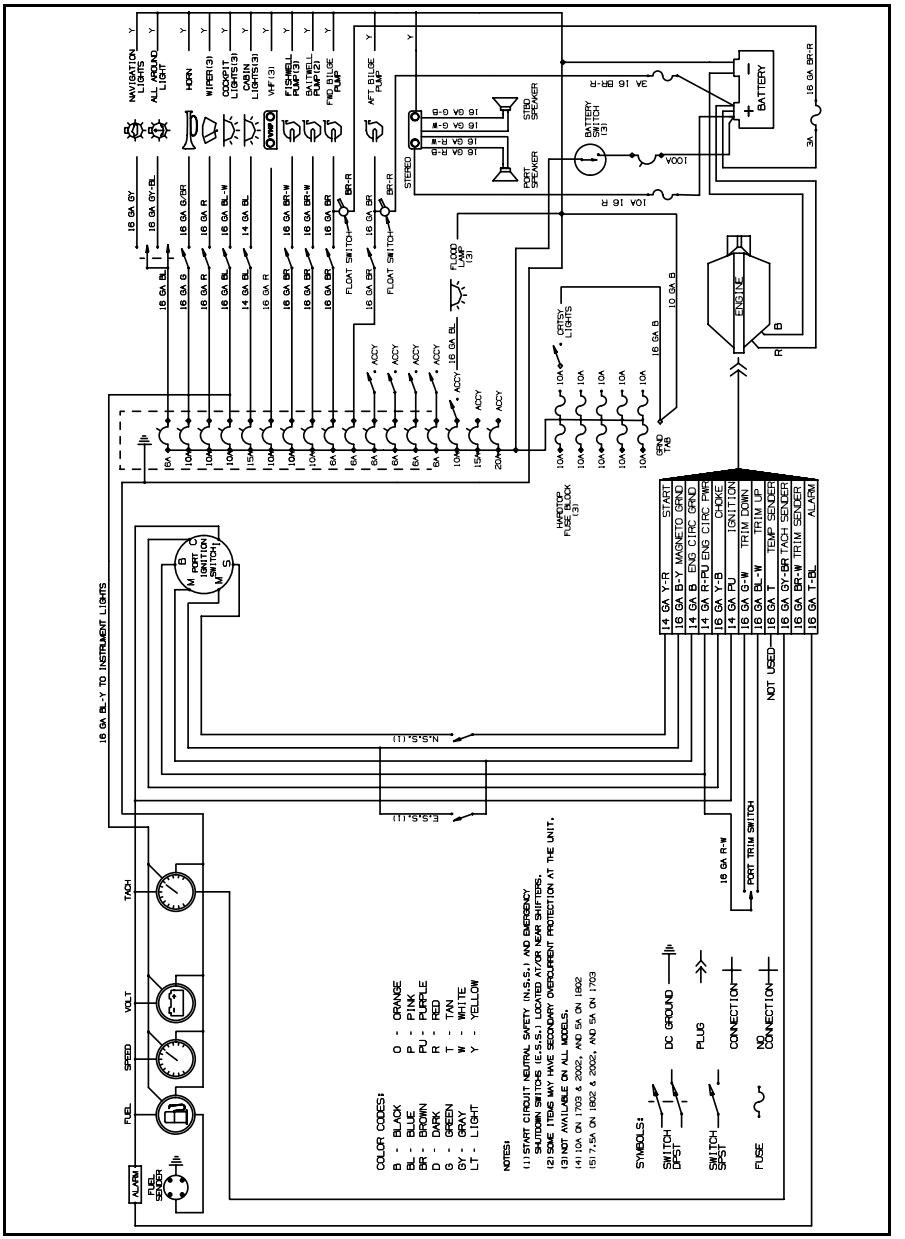


AC Panel Routings

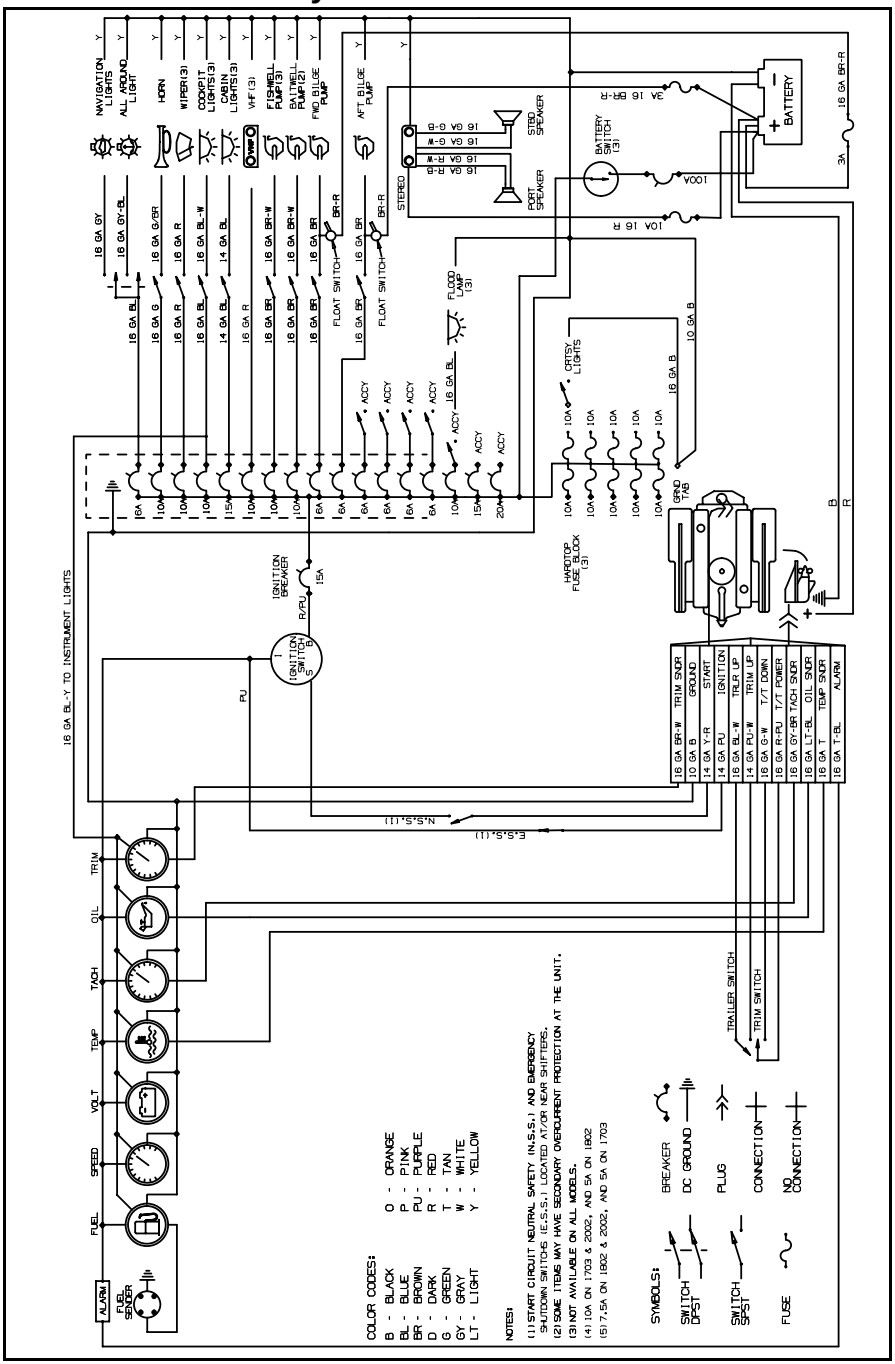


Chapter 5: Wiring Diagrams

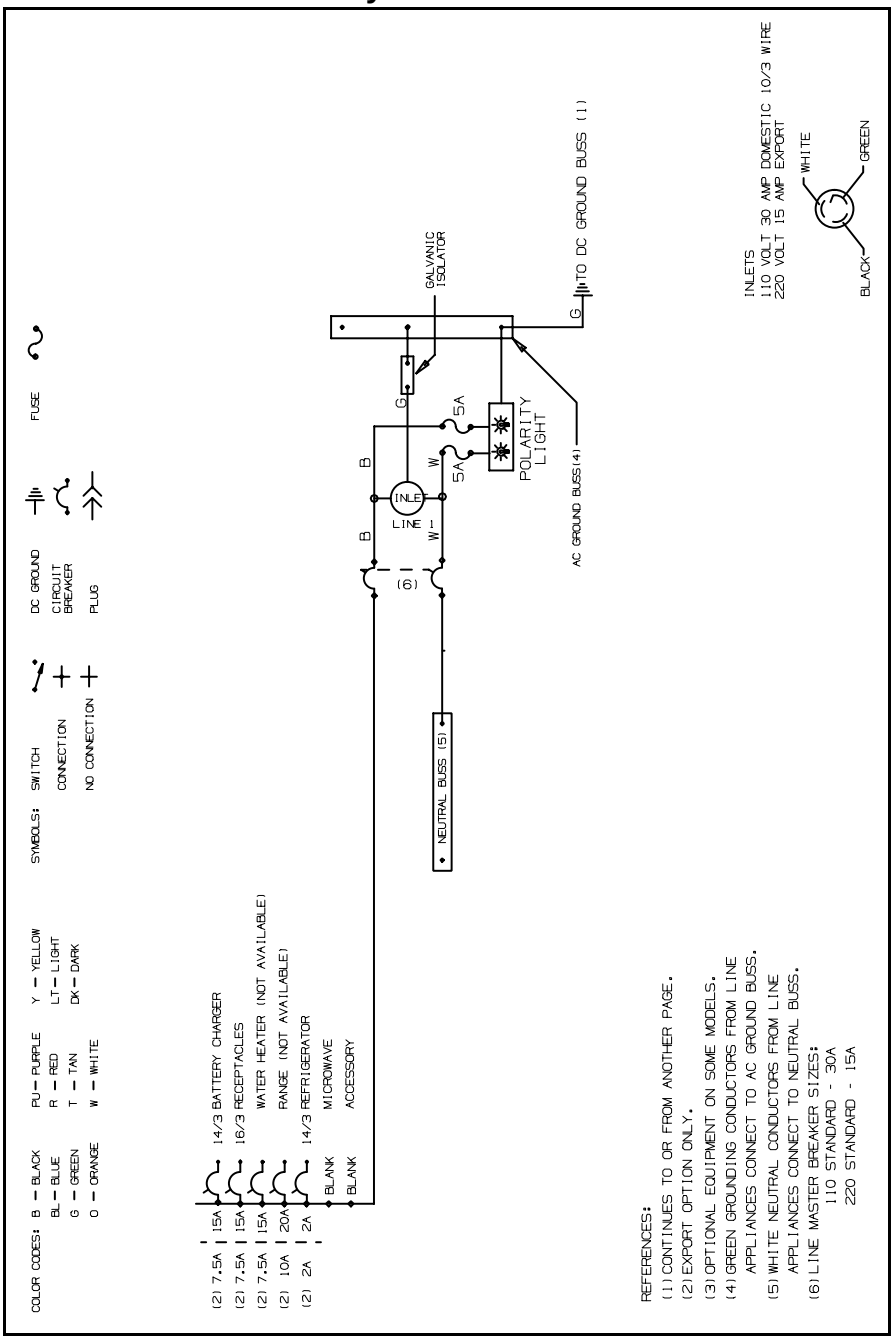
2302 FP Electrical System



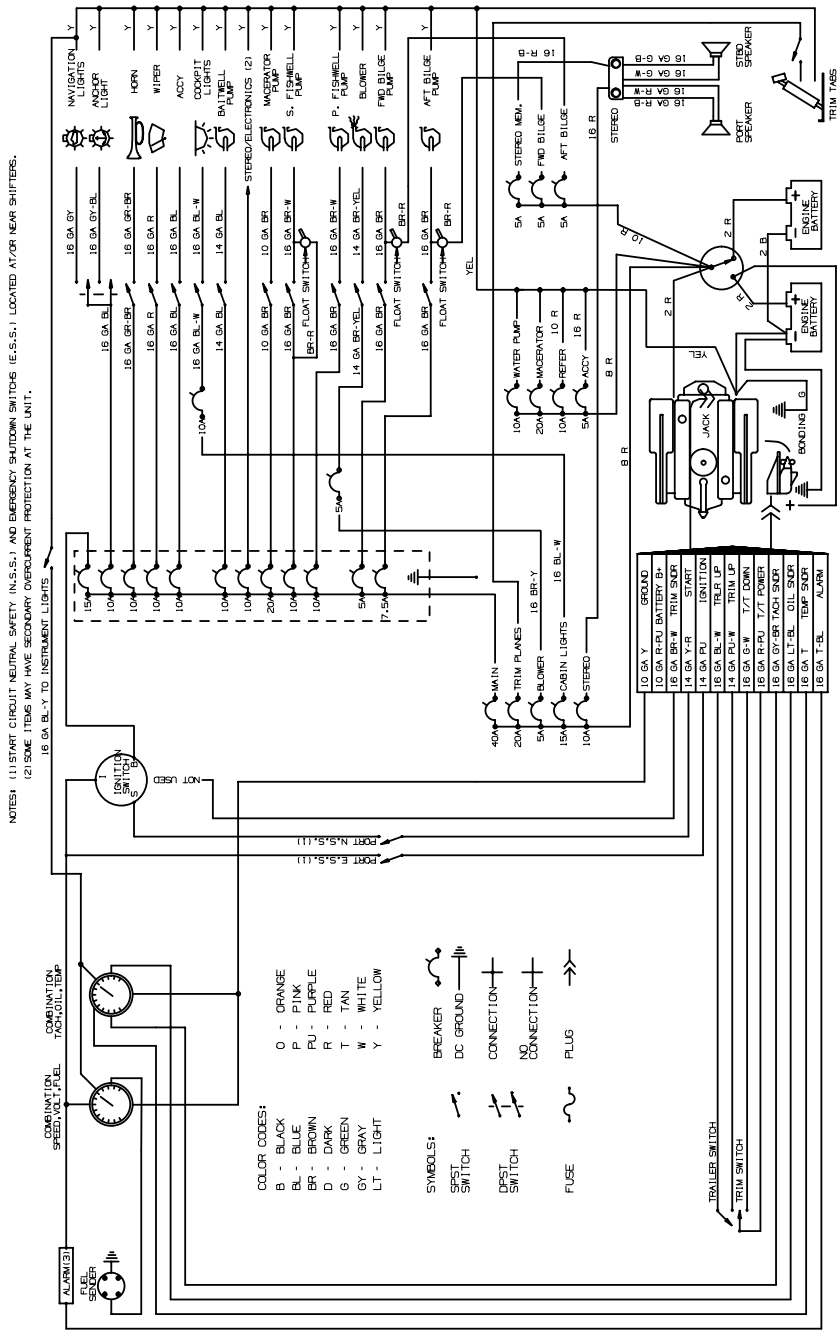
2352 FN Electrical System



2359 FB AC Electrical System



2359 FB DC Electrical System



Appendix A: Limited Warranty

Bayliner warrants to the original purchasers of its 2000 and 2001 model Trophys, purchased from an authorized dealer, operated under normal, noncommercial use that the selling dealer will: (A) Repair any structural hull defect which occurs within ten (10) years of the date of delivery; and (B) Repair or replace any parts found to be defective in factory material or workmanship within one (1) year of the date of delivery.

What Is Not Covered

This limited warranty does not apply to:

1. Engines, drive trains, controls, props, batteries, or other equipment or accessories carrying their own individual warranties;
2. Engines, parts or accessories not installed by Bayliner;
3. Plexiglass windscreen breakage; rainwater leakage on runabout models; rainwater leakage through convertible tops; minor gelcoat discoloration, cracks or crazing or air voids;
4. Hull blisters that form below the waterline;
5. Normal deterioration, i.e. wear, tear, or corrosion of hardware, vinyl, tops, vinyl and fabric upholstery, plastic, metal, wood, or trim tape;
6. Any Bayliner boat which has been overpowered according to the maximum horsepower specifications on the capacity plate provided on each Bayliner outboard boat;
7. Any Bayliner boat used for commercial purposes;
8. Any defect caused by failure of the customer to provide reasonable care and maintenance.

Other Limitations

THERE ARE NO OTHER EXPRESS WARRANTIES ON THIS BOAT. TO THE EXTENT ALLOWED BY LAW:

1. ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE IS LIMITED TO THE DURATION OF ONE YEAR.
2. Neither Bayliner nor the selling dealer shall have any responsibility for loss of use of the boat, loss of time, inconvenience, commercial loss or consequential damages.
3. Some jurisdictions do not allow limitations on how long any implied warranty lasts, so the above limitation may not apply to you. Some jurisdictions do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This limited warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

Your Obligation

In order to comply with regulations, it is essential that your limited warranty registration card be submitted within 30 days of delivery of your boat. Return of the limited warranty registration card is a condition precedent to limited warranty coverage. Before any warranty work is performed, we require that you contact your dealer to request warranty assistance.

YOU MUST GIVE US WRITTEN NOTICE OF YOUR WARRANTY CLAIM PRIOR TO THE EXPIRATION OF YOUR LIMITED WARRANTY AND ALLOW US AN OPPORTUNITY TO RESOLVE THE MATTER.

We require that you return your boat, at your expense, to your selling dealer or, if necessary, to the Bayliner factory. You will be responsible for all transportation, haulouts and other expenses incurred in returning the boat for warranty service.

Bayliner Marine Corporation
PO Box 9029
Everett, WA 98206

Phone: 360-435-8957
FAX: 360-403-4235

Owner’s Notes

Owner’s Notes

Part Number 1693938

Bayliner • P.O. Box 9029 • Everett, WA 98206 • (360) 435-5571